























THE HON<sup>BLE</sup> CAPT COURTENAY BOYLE .R.N.

*Commissioner of the Transport Board.*

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THE  
**Naval Chronicle,**

FOR 1810:

CONTAINING A  
GENERAL AND BIOGRAPHICAL HISTORY

OF  
THE ROYAL NAVY

OF THE  
United Kingdom;  
WITH A VARIETY OF ORIGINAL PAPERS ON  
NAUTICAL SUBJECTS.

—  
UNDER THE GUIDANCE OF SEVERAL  
LITERARY AND PROFESSIONAL MEN.

—  
VOL. XXIII.

(FROM JANUARY TO JUNE.)

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"O'er many Nations art thou set, to deal  
The Goods of Fortune with impartial hand;  
And, ever watchful of the publick weal,  
Unnumber'd Witnesses around thee stand.  
... In generous purposes confirm thy breast,  
Nor dread Expenses that will grace thy name;  
But scorning sordid and unprincely gain  
Spread all thy bounteous Sails, and launch into the Main."

*West's Pindar, Pythean Odes, 1. Decade 8. l.*

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TO

REAR-ADMIRAL SIR R. J. STRACHAN, BART. K.B.

THIS TWENTY-THIRD VOLUME OF THE

**Naval Chronicle**

IS RESPECTFULLY DEDICATED

*BY THE PROPRIETOR AND EDITORS.*

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# PREFACE

## TO THE TWENTY-THIRD VOLUME.

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WE cannot but reflect, with some degree of satisfaction, that amidst other valuable naval documents, which our CHRONICLE has either originally brought forward, or been the means of rescuing from oblivion, it has given to the profession two biographical memoirs of eminent admirals, from memoranda, written by themselves, viz. Lord Nelson and Lord Collingwood; and in our present Volume we have inserted an exact copy of the letter which we received from the latter officer.\* To expatiate on the utility of this biographical department of our work, which has now been extended throughout twenty-three Volumes, would be superfluous: and yet we have thus ventured to glance at it, from the great difficulty we sometimes experience, in procuring information on this head from naval men of acknowledged talents and reputation. We sometimes, therefore, may seem to neglect names, which ought to appear in our biography, when the real cause of such omission does not rest with ourselves, but with the over delicacy of those leading characters in the navy, to whom we had applied. This delicacy, as it merits the respect of every one, and marks that modesty which invariably attends real merit, has been always respected by us. Many biographical memoirs that have been drawn up from materials furnished by the friends of naval officers, have frequently afterwards been withdrawn by us, on finding this nervous delicacy of professional men alarmed, and others of less importance, and that frequently at a short notice, substituted instead. Notwithstanding this, and various other difficulties which attend the publication of the biography of living officers, we shall still endeavour to preserve an historical source of so much interest, and we may add national benefit: for unless these memoirs of the public services of naval officers be written under their own eye as it were, or from documents furnished by their relations or friends, the naval history of the present eventful period will abound with those errors and false statements, which too much disgrace the pages of all that have appeared, since the biographical naval history by Campbell. Beatson has less of them than any other writer, in his naval and military memoirs; but even Beatson is not without them, and must in this respect yield the palm to Charnock. How little dependance should, in general, be placed on our recent naval historians, appears from a curious fact in Clarke and M'Arthur's Life of Nelson; from which it is shewn, that all the preceding accounts even of the Battle of the Nile, were entirely incorrect, and that the leading in of our fleet between the French line of battle and the shore, was directly contrary to the design and intention of Nelson. The utility and necessity therefore must be apparent, of bringing forward, as much as possible, the memoirs of the public services of naval officers whilst they are alive to illustrate such accounts.

With these ideas, we have long been preparing a memoir of the public services of the late Sir Alexander Ball, (as mentioned in the preface to our last Volume) which still remains on our table, from a wish to make it as full and correct as possible; and that of Sir R. Keats we still hope to obtain, but it will be with difficulty. We have, however, in the present Volume, brought forward the outline of a biographical memoir of the late Sir Thomas Troubridge, whose professional character has been so fully illustrated by Mr. Clarke in the Life already mentioned. We are aware, that the early part of Sir Thomas Troubridge's career, particularly whilst he served in India, under Sir Edward Hughes, though little known, was very creditable to him; but we have hitherto been unfortunate in not gaining its correct details: should we eventually succeed, they shall appear as in similar instances, under the head of *Addenda*. This zealous officer was the son of a tradesman, who lived in

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\* Addenda to the biographical memoir of Lord Collingwood, page 379.

Craven-street, in the Strand: he was the architect therefore of his own fortune, and the master of his own education—his professional fame, and interesting letters, amply shew how well he succeeded in both respects. Our memoir of the late Captain Richard Bowen, as another eminent eleve of Lord St. Vincent, has been inserted in the same Volume, (pages 358—384) from documents that may be depended on. It was our duty to give this memoir a preference to any other; and we feel much indebted to an early friend, who procured the materials for us; since no other monument exists of this gallant officer, excepting the one which his father raised in the church of his native place: however humble ours may appear, it may tend to render Captain Bowen's eminent services more generally known by his countrymen, and imitated by the rising characters in his profession. We trust that this memoir will be succeeded by one of the public services of his worthy brother, who is a Commissioner of the Transport Board. To these we have added some account of the professional career of the late Vice-admiral George Darby (page 39.) Of the late Admiral John Carter Allen (page 177.) Of the late Admiral Marriott Arbuthnot (page 259.) And of Admiral Shulldham (page 441.) To all of these memoirs, correct and well-engraven portraits are prefixed. Of the naval characters to which we are desirous to give our attention, we wish some friend would rescue the biography and services of Captain Jamie Ferguson from oblivion.

To the various Correspondents, who continue so much to enrich the CHRONICLE with their lucubrations and communications, our thanks are particularly due. To Trident, for his letter *on the Sea Fencibles*, (page 37) *in answer to the attack which had been made on that Corps by Agricola*. To a sincere and judicious Friend to real Merit, we are indebted for the letter *respecting our too much neglected lieutenants*, addressed to Lord Mulgrave, (page 41) and we trust this Correspondent will give his further attention to this invaluable class of men, who have done so much and received so little. Had either Mr. Pitt lived, or Lord Melville prevented General Lord Mulgrave from so tenaciously retaining his seat at the Board, we think that something would have been done: and, in justice to Mr. Pitt, we shall take this opportunity of declaring, what we have heard some of his friends assert, that if that minister had lived, it was certainly his intention to appoint a distinct Order for Naval Merit. Without this, the distinctions and rewards of naval officers are strangely confused: for how are the public, and the profession, to judge of the order of knighthood which is conferred on any officer for acts of heroism and enterprise; and the order of knighthood, which is frequently received, merely, for bringing up an Address?—Our thanks are always readily given to Sir Joseph Senhouse, for his valuable communications, amongst which may be ranked his letter, page 103, containing his *Suggestions for the Safety of Vessels, when sailing up and down dangerous Rivers during the Night*. In the same page, we think we observe a communication from an old friend, at the end of the Naval Anecdotes, respecting *Some alarming alterations in the Bed of the Thames*.—We are indebted to B. Y. (page 106) for his List of those Naval Officers, who have received the revived Portuguese Order of the Tower and Sword.

Our Correspondent T. L. D. has favoured us (page 188) with a clear *Account of Captain Manby's Mode of obtaining communication with shipwrecked Vessels, by means of a barbed shot fired from a mortar*. Something of this kind, was long since suggested to us by an officer of high rank in the service. Tim Weatherside has obligingly communicated (page 190) *A Copy of the Official Letter sent by Captain Tremeneere, of the East India Service, to N. B. Edmonstone, at Calcutta, respecting the loss of the Hon. Company's Ship Asia, on the Gillingham Sand*.

Spector's letter (page 194) appears to have merited the attention of the Board, and as such we have presented it to the notice of the profession: the half pay of our captains and commanders, does not keep pace with either the advance of every article of life, or the gratitude of their country.



*Spector* further illustrates the same subject, at page 290. Captain Clem. Sneyd, of the *Munro* sloop of war, has suggested, at page 196, an ingenious mode of giving a ship head way. We hope this communication is the forerunner of others Captain S. will favour us with. Our Correspondent *Robur* has continued to add to the interest of our CHRONICLE, by bringing forward (page 197) the courage and enterprise of preceding centuries. We thank *Steropes* for his communication (page 285). E. G. F.'s excellent letter *On the Admiralty and Appeal Courts*, is inserted at page 287. We are much obliged to Captain Ricketts, R.N. (page 291; for his *Remarks on Captain Manby's Experiments for obtaining communication with the shore in cases of Shipwreck*; and also to another Correspondent for *Captain Tindlinson's Vindication of his conduct, in having disputed the right of la Nymphe and Aurora, to share for the Spanish Packet L'Edad de Oro* (page 292). *Lieutenant Hillier's Journal of an Excursion from Jaffa to Jerusalem*, is inserted at page 297. The communication of similar Journals, which are often made by naval officers and then too often lost and destroyed, would be thankfully received by us. Our valuable Correspondent, W. H. has rendered the future historian an essential service by the communication of the *Official Letters of the Hon. Captain Duncan, while on the Mediterranean Station, which had never before appeared*, (pages 390—397). We particularly request, as we already have done in a preceding Preface, a copy of such official letters, as the brave writers of them may consider to have been too much condensed, or unfairly omitted. A Templar's judicious *Observations on the Sinecure Appointments in the Marines*, addressed to the Right Hon. S. Perceval, (page 398) was transmitted from one of our earliest friends. In common with the rest of our readers, we have perused Mr. Boone's well-written Narrative of the unprecedented distress of the wretched crew of the *Nautilus*, (page 404) with emotions of sorrow and horror, at the manner in which their distress was insulted by the barbarous crew of an unknown vessel. We are sorry that so few of A. F. Y.'s communications have been received, since they always add so much to the value of our CHRONICLE. His letter on *Duelling*, with some excellent advice to officers how best to prevent that waste of life, which a sudden gust of anger is too apt to occasion, is printed at page 400; and his valuable letter (pages 456—459) on the strange neglect which naval officers often meet with when they bring forward claims that demand the attention and remuneration of government, (as arising from an observation and example in our review of Clarke and M<sup>r</sup>Arthur's Life of Lord Nelson) will be read with gratitude by every professional man, and we trust by many others. A Friend and constant Reader, at page 460, has sent us an interesting extract from the Monthly Magazine, respecting a proposed plan for building marine cottages along our coasts, for the benevolent purpose of preventing shipwrecks, or affording assistance in case of distress. They would also, in his opinion, form a nursery for seamen, and might serve as signal houses, for many public services. Our kind Correspondent's (E. G. F.) letter, with Admiral Berkeley's Address to his Constituents, with an addition to our short account of Lord Cochrane's speech, March 9, (not May, as erroneously printed) is inserted (pages 461—464.) And we should esteem it a very particular favour if E. G. F. would assist by occasionally noticing such naval speeches in Parliament, as we have either inadvertently passed over, or too much condensed. *Robur's* curious extract from one of the *Gazettes* in July, 1685, respecting the burning of two of the enemy's ships in a harbour on the coast, by a detachment of our boats, appears at page 464. We observe the name of *Brisbane*, amongst the heroes of that day.

Our LETTERS ON SERVICE, copied verbatim from the London Gazette, continue the naval history of the period, from Captain West's account of the very spirited attack that was made in July last, on a convoy of the enemy, which had anchored under a fortress at Duin, to the westward of Trieste, by the boats of the Excellent, Acorn, and Bastard, (page 72.) to Vice-admiral Sir James Saumarez transmission of three letters from Captain Mason, of his Majesty's ship the *Fisgard*, giving an account of the capture and destruction of sundry privateers by the boats of that ship, (p. 176) We are mortified, in common with others who are attached to the naval profession,

in seeing the official letters of officers, so interesting to the public, now continually omitted in the Gazette; and a mere notice made, that the admiral on the station in question, has transmitted a letter from Captain ———, giving an account of his having captured, &c. This practice, if we mistake not, originated under the administration of General Lord Mulgrave, and will not, we trust, be continued by Mr. Yorke. We have already alluded to this new mode, in the Preface to our twenty-second Volume. Amidst the Letters on Service, Commodore Owen's must always claim a particular attention. There is an energy and a terseness in his language, that are very congenial with his character, (see pages 78, 79, 82.) The capture of Guadaloupe was announced (page 339) in Admiral Sir A. Cochrane's Gazette letter, February 8, 1810, brought to England by Captain Stanfell, of the *Scorpion*. And the complete subjugation of the French West India Islands, to which his Majesty alluded in his Speech, as a glorious and unprecedented event; which was accomplished by Commodore Fabie, of his Majesty's ship the *Abercrombie*, in conjunction with the force under Brigadier-general Harcourt; was thus made known by Admiral Cochrane, (page 431): *The flags of France and Holland, no longer wave in the Antilles; an event singular in itself, and which I hope will prove beneficial to my country.* Captain Sir J. S. Yorke, now a Lord of the Admiralty, has an opportunity given him to reward the exertions of his brave officers, as mentioned in his letters to the Board, (pages 428, 429, 430.) Particularly those of Lieutenant Guion, which were thus noticed by Sir Joseph: *the barge of this ship, in which he was, being the fleetest boat, advanced most gallantly along the rear of the enemy's line to their third boat; but finding from circumstances the rear boat was the only one likely to be successfully attacked, he boarded, and carried her sword in hand.* The gallantry of captains Ballard, Miller, and Elliott, of the royal navy, and of Lieutenants Belchier and Carr, in the West Indies, transmitted to the Board by Admiral Sir A. Cochrane, is detailed in Captain Ballard's and Captain Miller's official letters (pages 165, 166.) The noble manner in which the French frigates, the *Loire* and *Seine*, (whilst moored in a strong position in Ance la Barque, with their broadsides toward the entrance which was defended by a heavy battery) were destroyed by the judicious arrangement made by Captain Ballard, of the *Sceptre*, is narrated by Admiral Sir A. Cochrane, (page 168) who had only an opportunity of witnessing the engagement. As the admiral informs us, Captain Cameron, of the *Hazard*, with the boats of the squadron, gallantly landed and stormed the batteries, which were annoying our ships both with cannon and musketry; and, in the act of hauling down the enemy's colours, he fell by a swivel shot: Lieutenant Jenkins, also, first of the *Blonde*, was killed. An official account of our naval proceedings in the East Indies, and of the good effects which have arisen from the blockade of the Isles of France and Bourbon, are given by Admiral Bertie, (page 251).

Some useful PHILOSOPHICAL PAPERS, will, as usual, be found in the present Volume; but the limits of our Preface will not permit us to enumerate them.

FOUR HYDROGRAPHICAL PAPERS occur at pages, 44, 310, 415, and 490. We think this one of the most useful subjects in our work, and earnestly entreat our friends to be liberal in such contributions.

To conclude, we beg leave gratefully to acknowledge the continued patronage our work has received since we *launched it*, in 1799; and although *twenty-three* Volumes are now complete, (which may take up some space) yet we think sufficient spare room might be found in each admiral's and captain's cabin, ward-room, and even *cock-pit*, in every ship and vessel in his Majesty's service, and that of the Hon. East India Company's, for a Set of the NAVAL CHRONICLE. We do therefore hereby RECOMMEND that the captains, &c. of such ships and vessels, as may not be already in possession of the said work, do, without loss of time, transmit orders for the same, (through their agent's hands) to our Publisher, Mr. JOYCE GOLD, 103, Shoe-lane, London, under pain of our *high displeasure*.

OF THE LATE

REAR-ADMIRAL OF THE WHITE SQUADRON.

“ ————— Think of him,  
Ye who rejoice, with those you love, at eve,  
When winds of winter shake the window frame,  
And more endear your fire—O think of him ! ”

## BOWLES.

“Cut off from nature’s and from glory’s course,  
Which never mortal was more fond to run,”

We obtrude not these sentiments merely as our own ; but as comprising the opinion of one, whose judgment will not be lightly called in question—the illustrious Nelson.

We are unacquainted with the year of the late Sir Thomas Trounbridge's birth; but we understand, that he entered the ser-



vice, as midshipman, on board the *Sea Horse*, Captain Farmer,\* with whom he proceeded to India, in 1773. He remained in

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\* The death of this officer, a few years afterwards, was attended by such remarkable circumstances, that we shall be readily excused for stating them.—Having returned to England, he, in 1779, commanded the *Quebec* frigate, of 32 guns. At day-break, on the 6th of October, in that year, while on a cruise, in company with the *Rambler* cutter, Lieutenant George, about fifteen leagues to the south-west of Ushant, he discovered a large French frigate and a cutter. The frigate proved to be la *Surveillante*, of 40 guns; 23 eighteen-pounders, and 12 six-pounders. By ten o'clock the frigates were close alongside of each other, when they commenced a most furious engagement, which continued for three hours and a half; at the expiration of which they were both totally dismasted, and locked together. Unfortunately, the *Quebec*, by firing through her sails, which were lying over the side, took fire; and, in despite of every effort to extinguish the flames, she continued to burn, with unremitting fury, till six in the evening, when she blew up, with her colours flying, and her brave commander, with most of his gallant officers and crew, perished.

“Words cannot describe,” says the editor of the *New Baronetage*, “the gallantry and magnanimity displayed by Captain Farmer on this occasion, not only in the engagement, but the fatal catastrophe with which it was attended. Having his arm broken towards the close of the engagement, he tied his handkerchief round the shattered part of the bone, and then addressed his men as follows: ‘My lads! this is warm work; therefore keep up your fire with double spirit; we will die or conquer!’”

“When the ship took fire, the captain, the first lieutenant, and many of the crew, remained on board; but most of the men jumped into the sea, where numbers perished in sight of those on board the ship. The fire now raging with more violence, the captain was requested to attempt saving himself; but he refused every solicitation: and declared he would not quit the ship while there remained another man on board. By degrees the number of his companions grew less and less, and he saw inevitable destruction fast approaching; he entreated the remainder to jump into the sea, whilst he sat on the fluke of the sheet anchor, waiting with heroic fortitude the dreadful explosion, which at last numbered him with departed heroes.”

We have seen another account, however, which states, that Captain Farmer threw himself into the sea, before the explosion took place; but, in consequence of his wound, and the loss of blood, and extreme weakness resulting therefrom, he was incapable of any exertion, and soon perished.—As a proof of the public sense of Captain Farmer's gallant conduct, a pension was settled upon his widow, and his son was created a Baronet.



India, till some time after the arrival of the intelligence of the general peace of 1783. Of the manner in which he was employed, during this period, we have very little information; a circumstance proceeding, in some measure, from the aversion which he always felt, from speaking of himself, or of his services. It is probable, however, that he was engaged in the action with Tranjolly, in August, 1778, and in some, if not all, of the subsequent encounters with the French admiral, Suffrein.

On the 1st of January, 1783, having passed the intermediate ranks of lieutenant and master and commander, he was made post in the *Active* frigate, of 32 guns.—In the month of April following, when General Stuart's attack upon Cuddalore had been resolved on, Captain Troubridge, in the *Active*, with Captain Halliday, in the *Isis*, Captain White, in the *San Carlos*, Captain Sir R. J. Strachan, in the *Naiade*, and Captain Buller, in the *Chaser*, was appointed to cover and protect the Pondicherry, *Minerva*, and *Harriet* store-ships, which Sir Edward Hughes, the commander-in-chief, had directed to carry military stores and provisions, for the service of the army.

Captain Troubridge afterwards commanded another ship in India, with the name of which we are unacquainted; and, when

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The *Rambler* brought the French cutter to action at eleven o'clock, and continued closely engaged with her till nearly two, when the enemy set all his sail and bore away. The *Rambler's* rigging and sails were so much damaged, that it was in vain to pursue; and, perceiving the disabled state of the two frigates, and that the *Quebec* was on fire, she hastened to her relief; but as she was at some distance to leeward, with little wind and a great swell, she was unable to render her any other assistance, than that of sending her boat, which brought on board two midshipmen and 14 seamen. A Russian vessel, which happened to be passing the wreck, saved thirteen more of the crew.—Lieutenant George mentioned, in his official letter, as a reason for not endeavouring to save more of the unfortunate crew, that the enemy's frigate fired at his boat in passing from the *Quebec* to the cutter; but this circumstance was soon after cleared up, much to the honour of the enemy, who, while in the act of towing their ship out of the reach of the flames, saved the lives of Mr. Roberts, the first lieutenant, the second lieutenant of marines, the surgeon, and 36 of the crew. Lieutenant George, it appeared, mistook the guns of the *Quebec*, which went off as they became heated, for those of the enemy.

Sir Edward Hughes returned to England, in 1784, he accompanied him, as his flag captain, in the *Sultan*.\*

He now enjoyed an interval of relaxation from service; in the course of which (in 1787) he married a lady of the name of Richardson, the relict of H. Richardson, Esq. formerly governor of one of our colonial possessions.

In 1790, Captain Troubridge was appointed to the *Thames* frigate, of 32 guns, in which he proceeded to the East Indies; and, in the autumn of the following year, in consequence of Commodore Cornwallis having received intelligence that some neutral ships, under imperial and French colours, were expected to arrive on the coast of Malabar, from Europe, laden with ammunition and ordnance stores for the use of Tippoo Sultan's army, he was employed in the following squadron, for the purpose of examining all the suspicious vessels that might arrive:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Crown .....	64	{ Hon. William Cornwallis, Commodore Captain M. Delgarno.
Leopard .....	50	—— J. Blanket.
Perseverance ...	36	—— J. Smith.
Phœnix .....	36	—— Sir R. J. Strachan.
Vestal .....	28	—— G. A. Byron.
Thames .....	32	—— T. Troubridge.
Ariel .....	14	—— R. Moorsom.
Atalanta .....	14	—— J. Schomberg.

This squadron brought to, and searched several French ships, but without discovering any merchandise or stores of a contraband nature. The *Resolu*, French frigate, with two merchantmen in company, resisted an attempt to board, and discharged a broadside into the *Phœnix*, which led to an action that lasted five-and-twenty minutes; when the *Resolu* struck, having 25 men killed, and 40 wounded. The *Phœnix* had 6 killed, and 11 wounded.†

Captain Troubridge soon afterwards returned to England; and, in 1793, he was appointed to another frigate, the *Castor*, of 32

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\* The *Superbe*, Sir Edward Hughes's former flag-ship, was forced from her anchors in Tellicherry Road, in a gale of wind, and, drifting on shore, struck upon a rock, and sunk, on the 5th of November, 1783.

† *Vide* biographical memoir of Admiral Cornwallis, *NAVAL CHRONICLE*, Vol. VII. page 18.

guns.—On the 10th of May, 1794, while convoying fourteen sail of vessels from Guernsey and Jersey, bound to Newfoundland, he had the misfortune to be captured in the Bay, with the whole of the convoy, by a French squadron. His captivity, however, proved of but very short duration; as, on the 29th of the same month, the *Castor* was retaken, by the *Carysfort* frigate, Captain Francis Laforey, then on a cruise in the Bay.\*

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\* The number of men (200) was equal in the *Castor* and the *Carysfort*; but, while the former had 32 guns, the latter had only 28. The action was well fought, for an hour and 15 minutes; in the course of which, the enemy had 16 men killed, and nine wounded: the *Carysfort*, one killed, and 16 wounded.

On the arrival of the *Carysfort* and her prize in port, the principal officers and commissioners of the navy put in a claim for the ship, &c. the same of right belonging to them, for the use of his Majesty. To this claim, an opposition was made on the part of the commander, officers, and crew of the *Carysfort*. The French captain, in answer to the 4th interrogatory, stated, that he had been appointed to the command of the *Castor* by the French admiral, commander of a division of the naval army of the French Republic, by whose orders and commission he took possession of her at sea, as of a ship of war in the service of the Republic; the said admiral having been invested with the power and authority to condemn prizes, and to arm, fit out, and equip such ships as he might take, and think calculated for the purpose as ships of war in the service of the French Republic, without first sending them to France to pass through any formal process; and that the said frigate, the *Castor*, had been so armed, equipped, and fitted out accordingly.—The question therefore was, whether, under the circumstances of the case, the re-captors should have the whole of the prize, or only proportional salvage?

Sir James Marriot, Judge of the High Court of Admiralty, in a speech of some length, in which he made several observations on the unequal distribution of prize-money in like cases between his Majesty's ships of war and privateers, wherein the latter are entitled to a sixth, as salvage for recaptures, while the former have only one-eighth; at the same time instanced, that in former wars, ships belonging to his Majesty, re-taken by his Majesty's ships, were entitled to only a salvage of one-eighth. But as there is a general sweeping clause in the latter part of the section in the present prize-act, which says, "That if any ship or vessel re-taken, shall appear to have been, after the taking of his Majesty's enemies, by them set forth as a ship of war, the said ship or vessel shall not be restored to the former owners or proprietors, but shall in all cases, whether re-taken by his Majesty's ships, or by any privateer, be adjudged a lawful prize for the benefit of the captors."—Sir James Marriot accordingly pronounced, that the whole value of his Majesty's ship the *Castor*, re-captured under the circumstances in question, should be adjudged to be lawful prize to the captors.

Soon after his liberation, Captain Troubridge was appointed to the *Culloden*, of 74 guns ; in which, in February, 1795, he sailed with the fleet under the command of Earl Howe, to escort the East, and West India, and other convoys, clear of the Channel ; and was then for some time employed in cruising off Brest, and in the Bay. In May, he joined the Mediterranean fleet, at that time under the command of Vice-admiral Hotham ; and, in the indecisive action of the 13th of July, he consequently bore a part.\*

Captain Troubridge continued on the Mediterranean station ; and, on the morning of the memorable 14th of February, 1797, he was the first that descried the Spanish fleet ; of the approach of which Sir John Jervis, the commander-in-chief, had been the day before apprized, by the arrival of Commodore Nelson, in the *Minerve*.† In the action which ensued, the *Culloden* was eminently distinguished. The morning was dark and hazy, when, at half-past six, she made the signal for five sail in the south-west quarter ; a little after eight, the British squadron was prepared for battle ; by forty minutes after ten, it was ascertained that the enemy's fleet consisted of twenty-five sail of the line ; which, soon after eleven, were visible to every ship in Admiral Jervis's squadron. At the time last mentioned, the ships first discovered by the *Culloden* were separated from the main body of their fleet, which was bearing down in some confusion to join them. It is believed to have been Sir John Jervis's intention, at first, to cut off these five advanced ships ; but, in consequence of the near position of the main body, he afterwards formed the fleet in a line-of-battle a-head, as was most convenient and practicable.‡ At about twenty minutes past eleven, the admiral's intention to pass through the enemy's line was communicated ; the signal to engage was then immediately made ; and, in about ten minutes, the *Culloden* began to fire at the enemy's headmost ships, to windward. Sir John Jervis's object of cutting the line was speedily and effectually

\* *Vide* NAVAL CHRONICLE, Vol. IX. page 355.

† *Ibid.* Vol. III. page 173.

‡ A comparative view of the force of the British and Spanish fleets, with the order of battle, is given in the fourth Volume of the NAVAL CHRONICLE, page 36.



accomplished, by the steady fire of the centre of the British line, ordered against that part of the Spanish fleet, which had thus been reduced to the necessity of forming on the larboard tack, the ships of which it was composed were thrown out of the action till the close of the day; and Sir John Jervis had consequently the opportunity of paying his whole attention to the main body of the enemy to windward, reduced, by the division of the line, to eighteen sail. A little after twelve o'clock, the signal was made for the British fleet to tack in succession, and, soon after, the signal for again passing the enemy's line. Commodore Nelson, perceiving the Spanish admiral's design of joining his ships to leeward, by wearing round the rear of the British line, had no sooner passed the Spanish rear, than he wore and stood on the other tack towards the enemy. In executing this prompt and decisive manœuvre, he found himself alongside of the Spanish admiral, in the *Santissima Trinidad*, of 136 guns, which was supported by a three-decker a-head, and another a-stern. To relieve him from this perilous situation, the *Culloden* and the *Blenheim* pressed forward, and succeeded in attracting a portion of the enemy's attention; and by the subsequent approach of Rear-admiral Parker, with the *Prince George*, *Orion*, *Irresistible*, and *Diadem*, the Spanish admiral was compelled to relinquish his intention of rejoining his ships to leeward, and to make the signal for his main body to haul their wind and make sail on the larboard tack. The advantage, now evidently in favour of the British, continued so till the close of the action, in the evening. The glorious result is well known;\* but it is proper to state, on the credit of the journal of an officer belonging to Sir John Jervis's fleet, that, in the course of the engagement, Captain Troubridge, in the *Culloden*, of 74 guns, and Commodore Nelson, in the *Captain*, of the same force, turned the whole van of the Spanish fleet, consisting of three first rates, and four 74 or 80 gun-ships.†

The total loss sustained by the English in this engagement, amounted, in killed and wounded, to 300 men; of which, in the

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\* Circumstantial accounts of the engagement of the 14th of February, will be found in Vol. III. page 174, and Vol. IV. page 35, of the *NAVAL CHRONICLE*.

† *Vide* *NAVAL CHRONICLE*, Vol. IV. page 38.

Culloden, were 10 killed, and 47 wounded. In the Spanish ships which were taken were 693 killed and wounded; and those which escaped must have suffered considerably.

On the 16th of February, Sir John Jervis put into Lagos Bay, to secure his prizes, and to repair the damages which his squadron had sustained. On the same day, he issued his general thanks to the officers of the fleet, declaring, "That no language he was possessed of could convey the high sense which he entertained of their exemplary conduct, and that the late signal victory was entirely to be attributed to their determined valour and discipline."\*

On the 16th of February, also, with his official despatch,† Sir John Jervis transmitted the following private letter to Earl Spencer, at that time First Lord of the Admiralty, respecting the conduct of certain officers concerned in the engagement;—

"MY LORD,

"The correct conduct of every officer and man in the squadron on the 14th instant, made it improper to distinguish one more than another in my public letter, because I am confident that had those who were least in action been in the situation of the fortunate few, their behaviour would not have been less meritorious. Yet to your lordship it becomes me to state, that Captain Troubridge, in the Culloden, led the squadron through the enemy in a masterly style, and tacked the instant the signal flew; and was gallantly supported by the Blenheim, Prince George, Orion, Irresistible, and Colossus. The latter had her fore and fore-top-sail yards wounded, and they unfortunately broke in the slings in stays, which threw her out and impeded the tacking of the Victory. Commodore Nelson, who was in the rear on the starboard tack, took the lead on the larboard, and contributed very much to the fortune of the day, as did Captain Collingwood; and, in the close, the San Josef and San Nicholas having fallen foul of each other, the Captain laid them on board, and Captain Berry, who served as a volunteer, entered at the head of the boarders, and Commodore Nelson followed immediately, and took possession of them both."

We have copied the above valuable and important document from Clarke and M<sup>r</sup>Arthur's splendid *Life of Lord Nelson*, from two motives: that of shewing the estimation in which Captain Troubridge's services were holden by his commander-in-chief; and

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\* *Vide* CLARKE and M<sup>r</sup>ARTHUR's *Life of Lord Nelson*.

† *Vide* NAVAL CHRONICLE, Vol. IV. page 35.

that of endeavouring to do away a misconception which has prevailed, respecting that veteran chief, Earl St. Vincent himself. In consequence of his lordship having omitted specifically to notice the exertions of such officers as most effectually contributed to the success of the action, he has been accused of an avarice of praise, of wishing to monopolize the glory of the day, and of a sordid aim to deprive merit of its most gratifying meed—the applause of a grateful nation. The above letter, coupled with the preceding notice of his lordship's general thanks to the officers of the fleet, will, we presume, be thought sufficient to clear the conduct of the noble Earl from any imputation, derogatory to his public or private character, on the point in question.

Captain Troubridge, with the rest of the officers of the fleet, had the honour of receiving the thanks of both Houses of Parliament, and of being presented with a gold medal, emblematic of the victory, to be worn in uniform.

Very soon after the battle off Cape St. Vincent, the commander-in-chief had reason to suspect, that the Viceroy of Mexico, with an immense treasure, had taken shelter in the harbour of Santa Cruz, in the island of Teneriffe, and that the town of Santa Cruz itself was an assailable object. He accordingly detached the *Terpsichore* and *Dido* off Santa Cruz, to reconnoitre, and adopted every other means within his power to obtain the requisite information. Commodore Nelson, too, who was ultimately appointed to command the attack, was indefatigable in his exertions to acquire all possible intelligence relating to the subject. The interest which he took in the affair, the comprehensive energy of his mind, and the enthusiastic *amor patriæ*, by which he was at all times inspired, will best be seen by the following letter, bearing the date of April 12, 1797, which he addressed to Sir John Jervis :—

“ MY DEAR SIR,

“ Troubridge talked to me last night about the Viceroy at Teneriffe. Since I first believed it was possible that his Excellency might have gone there, I have endeavoured to make myself master of the situation and means of approach by sea and land. I shall begin by sea. The Spanish ships generally moor with two cables to the sea and four cables from their stems to the shore; therefore, although we might get to be masters of them, should the wind not come off the shore, it does not appear certain we should succeed so completely as we might wish. As to any opposition, except

from natural impediments, I should not think it would avail. I do not reckon myself equal to Blake; but if I recollect right, he was more obliged to the wind coming off the land, than to any exertions of his own: fortune favoured the gallant attempt, and may do so again. But it becomes my duty to state all the difficulties, as you have done me the honour to desire me to enter on the subject.

“ The approach by sea to the anchoring place is under very high land, passing three vallies; therefore the wind is either in from the sea, or squally with calms from the mountains. Sometimes in the night a ship may get in with the land wind and moderate weather. So much for the sea attack, which if you approve I am ready and willing to look at, or to carry into execution. But now comes my plan, which could not fail of success, would immortalize the undertakers, ruin Spain, and has every prospect of raising our country to a higher pitch of wealth than she ever yet attained: but here soldiers must be consulted, and I know from experience, excepting General O'Hara, they have not the same boldness in undertaking a political measure that we have; we look to the benefit of our country, and risk our own fame every day to serve her: a soldier obeys his orders and no more. By saying soldiers should be consulted, you will guess I mean the army of 3,700 men from Elba, with cannon, mortars, and every implement now embarked; they would do the business in three days, probably much less. I will undertake with a very small squadron to do the naval part. The shore, although not very easy of access, yet is so steep that the transports may run in and land the army in one day. The water is conveyed to the town in wooden troughs: this supply cut off, would probably induce a very speedy surrender: good terms for the town, private property secured for the islanders, and only the delivery of public stores and foreign merchandise demanded, with threats of utter destruction if one gun is fired,—In short the business could not miscarry.

“ Now it comes for me to discover what might induce General de Burgh to act in this business. All the risk and responsibility must rest with you. A fair representation should also be made by you of the great national advantages that would arise to our country, and of the ruin that our success would occasion to Spain. Your opinion besides should be stated, of the superior advantages a fortnight thus employed would be of to the army, to what they could do in Portugal; and that of the six or seven millions sterling, the army should have one half. If this sum were thrown into circulation in England what might not be done. It would insure an honourable peace with innumerable other blessings. It has long occupied my thoughts.

“ Should General de Burgh not choose to act, after having all these blessings for our country stated to him, which are almost put into our hands, we must look to General O'Hara. The Royals, about 600, are in the fleet with artillery sufficient for the purpose. You have the power of stopping the store-ships; 1000 more men would still insure the business, for Teneriffe never was besieged, therefore the hills that cover the town are not fortified to resist any attempt of taking them by storm; the rest must



follow—a fleet of ships and money to reward the victors. But I know with you, and I can lay my hand on my heart and say the same, *It is the honour and prosperity of our country that we wish to extend.*” \*

On the 15th of July, after the attack had been fully determined on and arranged, Rear-admiral Nelson was detached to Santa Cruz, with the following squadron :†—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Theseus .....	74	{ Sir Horatio Nelson, K.B. rear-admiral of the blue. Captain R. W. Miller.
Culloden .....	74	
Zealous .....	74	——— Thomas Troubridge.
Leander .....	50	——— Samuel Hood.
Seahorse .....	38	——— Thomas B. Thompson.
Terpsichore .....	32	——— T. F. Freemantle.
Emerald .....	36	——— Richard Bowen.
Fox, cutter .....	12	——— J. Waller.
		——— J. Gibson.

Captain Troubridge was fixed upon to command the seamen and marines who were to be landed at Teneriffe; and, on the 20th of the month, when the squadron was within thirteen leagues of the island, he received the following orders :‡—

“ To Thomas Troubridge, Esq. Captain of his Majesty’s Ship *Culloden*, and Commander of the Forces ordered to be landed for taking Santa Cruz, dated *Theseus*, at Sea, July 20, 1797 :—

“ SIR,

“ I desire you will take under your command the number of seamen and marines named in the margin,§ who will be landed under Captains Hood, Miller, Freemantle, Bowen, and Waller, and the marines under Captain Thomas Oldfield, and a detachment of the royal artillery under Lieutenant Baynes, all of whom are now embarked on board his Majesty’s frigates *Sea-*

\* *Vide* CLARKE and M’ARTHUR’s *Life of Lord Nelson*.

† *Vide* NAVAL CHRONICLE, Vol. III. page 178; and Vol. XVII. page 19.

‡ *Vide* CLARKE and M’ARTHUR’s *Life of Lord Nelson*.

§ “ Theseus ..... 200  
     Culloden ..... 200  
     Zealous ..... 200  
     Seahorse ..... 100  
     Terpsichore .. 100  
     Emerald ..... 100  
     —————  
     900

} Exclusive of commissioned officers and servants.  
     The *Leander* had not then joined.”

horse, Terpsichore, and Emerald. With this detachment you will proceed as near to the town of Santa Cruz as possible, without endangering your being perceived; when you will embark as many men as the boats will carry, and force your landing in the north-east part of the bay of Santa Cruz, near a large battery. The moment you are on shore, I recommend you first to attack the battery; which when carried, and your post secured, you will either proceed by storm against the town and mole-head battery, or send in my letter, as you judge most proper, containing a summons, of which I send you a copy; and the terms are either to be accepted or rejected in the time specified, unless you see good cause for prolonging it, as no alteration will be made in them: and you will pursue such other methods as you judge most proper for speedily effecting my orders, which are to possess myself of all cargoes and treasures which may be landed in the island of Teneriffe. Having the firmest confidence in the ability, bravery, and zeal of yourself, and of all placed under your command, I have only heartily to wish you success, and to assure you that I am your most obedient and faithful servant,

“HORATIO NELSON.”

The Summons alluded to in the above letter was as follows :\*—

“*To the Governor, or Commanding Officer of Santa Cruz, the Summons of Sir Horatio Nelson, Knight of the Most Honourable Order of the Bath, Rear-admiral of the Blue, and Commander-in-chief of his Britannic Majesty's Forces by Sea and Land before Santa Cruz; dated Theseus, 20th July, 1797.*

“SIR,

“I have the honour to acquaint you, that I am come to demand the immediate surrender of the ship *El Principe d'Asturias*, from Manilla bound to Cadiz, belonging to the Philippine Company, together with her whole and entire cargo; and also all such other cargoes and property as may have been landed in the island of Teneriffe, and not intended for the consumption of its inhabitants. And, as it is my earnest wish that not one individual inhabitant of the island of Teneriffe should suffer by my demand being instantly complied with, I offer the following most honourable and liberal terms; which, if refused, the horrors of war that will fall on the inhabitants of Teneriffe, must be by the world imputed to you and you only; for I shall destroy Santa Cruz and the other towns in the island by a bombardment, and levy a very heavy contribution on the island.

#### *Articles.*

“I. The forts shall be delivered to me, and instantly a party of the British troops shall be put in possession of the gates.

“II. The garrison shall lay down their arms; but the officers shall be allowed to keep their swords, and the garrison, without the condition of

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\* *Vide CLARKE and M'ARTHUR's Life of Lord Nelson.*

being prisoners of war, shall be transported to Spain, or remain in the island whilst their conduct is orderly and proper, as the commanding-officer pleases.

“ III. Upon the express condition that the full and entire cargoes of El Principe d’Asturias, and all such other cargoes and property as may have been landed in the island of Teneriffe and not intended for the consumption of its inhabitants, be given up, and the first article complied with, not the smallest contribution shall be levied on the inhabitants; but they shall enjoy the fullest protection in their persons and property.

“ IV. No interference whatever shall be made in the Holy Catholic Religion; the ministers of it, and all its religious orders, shall be considered as under my especial care and protection.

“ V. The laws and magistrates shall be continued as at present, unless by the general wish of the islanders. These terms subscribed to, the inhabitants of the town of Santa Cruz shall lodge their arms in one house, under the joint care of the bishop and chief magistrate; and it will be my pride to consult with those gentlemen, what may be most advantageous for the inhabitants. I allow half one hour for acceptance or rejection.

“ HORATIO NELSON.”

To facilitate the enterprise, and to render every person concerned perfectly acquainted with his intended duty, Rear-admiral Nelson, whose heart and soul seem to have been engaged in the affair, recommended the following judicious regulations :—

“ First, That the boats of each ship should be kept together by towing each other, which will keep the people of each ship collected, and the boats in six divisions will be nearly got on shore the same moment. Secondly, The marines of each ship of the line to be put in their launches, which will carry them. Thirdly, The moment the boats are discovered by a firing being made on them, the bomb-vessel to commence her fire on the town, and to keep it up till the flag of truce is hoisted from either the enemy, or from us. Fourthly, That a captain should be directed to see the boats put off from the beach, that more men may be speedily got on shore with the field pieces. Fifthly, Frigates to anchor as soon as possible after the alarm is given, or the forces are ashore, near the battery in the N.E. part of the bay. Sixthly, Immediately as the forces are ashore, they are to get in the rear of the battery marked S. in the N.E. part of the bay, and to instantly storm it, and also to take post on the top of the Hill which is above it. Every ship to land the number of men as against their name expressed, with a proper proportion of officers: and the captains are at liberty to send as many more men as they please, leaving sufficient to manage the ship, and to man the launch and another boat. Every captain that chooses is at liberty to land and command his seamen, under the direction of Captain Troubridge.

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\* *Vide CLARKE and MARTIN’S Life of Lord Nelson.*

"It is recommended to put on the seamen as many marine coats or jackets as can be procured, and that all should have canvas cropbelts. The marines to be all under the order of Captain Oldfield, the senior marine officer, and he is requested to put himself under the direction of Captain Troubridge, as is Lieutenant Baynes, of the royal artillery, with his detachment."

Copies of the above regulations having been sent to the respective captains, they, on the afternoon of the 20th, repaired on board the admiral, by signal, to receive their final orders, as follows :—

"July 21. The Culloden's officers and men, with only their arms, to be ready to go on board the *Terpsichore* at one P.M. this day, to carry with them four ladders, each of which is to have a lanyard four fathoms long, a sledge hammer, wedges, and a broad axe. The boats' oars to be muffled either with a piece of canvas or kersey. "H. N."

"*Memorandum.* The Culloden and Zealous each to make a platform for one eighteen-pounder, the *Theseus* a sley for dragging cannon. Each ship to make as many iron ram-rods as possible, it being found that the wooden ones are very liable to break when used in a hurry. The *Seahorse* to make a platform for one nine-pounder.

The unfortunate failure of this expedition, occasioned by a variety of unforeseen circumstances, is well known ; but it redounds highly to the credit of every officer and man concerned, that the failure resulted not from any defect in the plan of attack, or from any error or incapacity of execution. In addition to the dreadful surf which the men had to encounter in landing, the extraordinary great force with which they afterwards had, unexpectedly, to contend, was such as defied every hope or possibility of success ; and nothing but an uncommon adroitness and presence of mind, could have prevented every individual of the party from being made prisoners. Captain Troubridge, as will appear from the following letter, had a most arduous and delicate duty to perform :—

"Captain Troubridge to Sir Horatio Nelson, K.B. dated Culloden,  
July 25, 1797.†

"SIR,

"From the darkness of the night I did not immediately hit the Mole, the spot appointed to land at, but pushed on shore under the enemy's battery

\* *Vide* CLARKE and M'ARTHUR's *Life of Lord Nelson*.

† *Ibid*.



close to the southward of the citadel; Captain Waller landed at the same time, and two or three other boats. The surf was so high many put back; the boats were full of water in an instant, and stove against the rocks, and most of the ammunition in the men's pouches was wet. As soon as I had collected a few men, I immediately advanced with Captain Waller to the square, the place of rendezvous, in hopes of there meeting you and the remainder of the people; and I waited about an hour, during which time I sent a sergeant, with two gentlemen of the town, to summon the citadel. I fear the sergeant was shot on his way, as I heard nothing of him afterwards. The ladders being all lost in the surf, or not to be found, no immediate attempt could be made on the citadel; I therefore marched to join Captains Hood and Miller, who I had intelligence had made good their landing, with a body of men, to the S.W. of the place I did. I then endeavoured to procure some account of you and the rest of the officers, but without success. By day-break we had collected about eighty marines, eighty pikemen, and one hundred and eighty small armed seamen; these I found were all who remained alive that had made good their landing; with this force, having procured some ammunition from the Spanish prisoners we had made, we were marching to try what could be done with the citadel without ladders when we found the whole of the streets commanded by field pieces, and upwards of 8,000 Spaniards and 100 French under arms, approaching by every avenue. As the boats were all stove, and I saw no possibility of getting more men on shore, the ammunition wet, and no provisions, I sent Captain Hood with a flag of truce to the governor, to declare, 'I was prepared to burn the town, which I should immediately put in force, if he approached one inch farther;' and at the same time I desired Captain Hood to say, 'It would be done with regret, as I had no wish to injure the inhabitants; that if he would come to my terms I was willing to treat;' which he agreed to.\* I have the honour to send you a copy of them by Captain Waller, which I hope will meet with your approbation and appear highly honourable. The following parley was sent with the flag of truce:—  
'*Santa Cruz, July 25th.* That the troops, &c. belonging to his Britannic Majesty shall embark with all their arms of every kind, and take their boats off, if saved, and be provided with such other as may be wanting: in consideration of which, it is engaged on their part, that they shall not molest the town in any manner, by the ships of the British squadron now before it, nor any of the islands in the Canaries, and prisoners shall be given up on both sides. Given under my hand and word of honour, SAM. HOOD. Ratified by F. TROUBRIDGE, and J. ANTONIO GUTIERREZ.'

The concluding passage of this letter is as follows:—

"From the small body of men, and the greater part being pike and

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\* The particulars of the conversation which took place on this occasion, between Sir Samuel Hood and the Governor of Santa Cruz, are interestingly related in our biographical memoir of Sir Samuel, NAVAL CHRONICLE, Vol. XVII. page 19.

small armed seamen, which can be only called irregulars, with very little ammunition in the pouches but what had got wet in the surf at landing, I could not expect to succeed in any attempt upon the enemy, whose superior strength I have before mentioned. The Spanish officers assure me they expected us, and were perfectly prepared with all the batteries and the number of men already mentioned under arms. This, with the great disadvantage of a rocky coast, high surf, and in the face of forty pieces of cannon, will shew, though we were not successful, what an Englishman is equal to; and I have the pleasure to acquaint you, that we marched through the town on our return with the British colours flying at our head.

P.S. I beg also to say, that when the terms were signed and ratified, the governor in the handsomest manner sent a large proportion of wine, bread, &c. to refresh the people, and shewed every mark of attention in his power."

Rear-admiral Nelson, in referring Earl St. Vincent to the above letter of Captain Troubridge, for the proceedings of that officer, observes:—"I cannot but express my admiration of the firmness with which Captain Troubridge and his brave associates supported the honour of the British flag."

Captain Troubridge was subsequently employed with Earl St. Vincent, in blockading the port of Cadiz, &c.; and, in May, 1798, he was detached with the following squadron, to reinforce Sir Horatio Nelson, who had been previously sent on a cruise, with three sail of the line, two frigates, and a sloop of war:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Galloden .....	74	Captain T. Troubridge.
Thetis .....	74	—— R. W. Miller.
Minotaur .....	74	—— Thomas Louis.
Swiftsure .....	74	—— Benjamin Hallowell.
Audacious .....	74	—— Davidge Gould.
Defence .....	74	—— John Peyton.
Zealous .....	74	—— Samuel Hood.
Goliath .....	74	—— Thomas Foley.
Majestic .....	74	—— Geo. B. Westcott.
Rehephton .....	74	—— Hon. D'Etree Derby.
Leander .....	50	—— Thomas B. Thompson.

Captain Troubridge's orders from Earl St. Vincent, for proceeding with this reinforcement, were dated, *before Cadiz, May 24*; and the very prompt manner in which they were executed, as appears by the following extract from Captain Berry's narrative,

reflected the greatest credit on the commander-in-chief, and also on the senior officer of the squadron :—

“ It was only characteristic of the general tenour of Lord St. Vincent’s command, that every ship destined to compose the squadron of reinforcement, was ready to put to sea from Cadiz Bay at a moment’s notice ; and it is a fact which is worthy of permanent record, as illustrative of the energy and activity of British seamen, that as soon as Sir Roger Curtis, with the squadron under his command from England, was visible from the mast-head of the admiral’s ship, *Captain Troubridge with his squadron put to sea, and was actually out of sight on his course to the Straits of Gibraltar, before the former cast anchor at the British station off Cadiz Bay.*”

Sir Horatio Nelson, as may more fully be seen, by referring to the earlier Volumes of our CHRONICLE,\* had been for some time unsuccessfully employed in quest of the French squadron, which had sailed from Toulon with Buonaparte. Captain Troubridge joined him at sun-set, on the 8th of June. Without any other information, than that the enemy had sailed with a north-west wind, which induced him to conclude that his course had been up the Mediterranean, Admiral Nelson now sent la Mutine to Civita Vecchia, and along the Roman coast, to gain intelligence, and proceeded with the fleet to Corsica, where it arrived on the 12th, and, on the 13th, was rejoined by la Mutine, the commander of which had been unable to obtain any information respecting the French. The admiral then sailed for Naples ; and, on the 16th, when in sight of Mount Vesuvius, he sent Captain Troubridge in la Mutine, to communicate with Sir William Hamilton and General Acton. Sir William, who had previously corresponded with Admiral Nelson, thus wrote to him, by Captain Troubridge, on the following day :—

“ MY DEAR NELSON,

“ I have just received your letter from Captain Troubridge ; I went with him directly to General Acton, and Captain Troubridge has an order to the commanders of all the Sicilian ports, that will fully answer your purpose. The official answer of the Marquis de Gallo, Secretary of State for Foreign Affairs, to my written demand for the King’s ships to be admitted into all the ports of the Two Sicilies, without any limitation, and there provide themselves with provisions and stores, of which I have given a copy to Cap-

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\* *I*de Vol. I. page 44 ; and Vol. III. page 181.

tain Troubridge, will show you on what grounds we stand here at this moment. It is very tantalizing to see, as we do, your ships at a distance, and to have no communication with you; but we hope in God soon to see you in this bay with the Sans Culotte, &c. and that Buonaparte, with all his Scavants and Astronomers.

“Adieu, my brave dear Friend.”\*

After the receipt of the above letter, Admiral Nelson took the nearest cut to Malta, which, he had the mortification to find, had surrendered to the French. He then sailed to Alexandria; after which, not finding the enemy, he shaped his course for the coast of Caramania, steered along the south side of Candia, made the island of Sicily on the 18th of July, and entered the port of Syracuse. Having watered, he sailed thence on the 25th; and, still under the prepossession that a descent upon Egypt was the object of the French, he steered for the Morea, where he thought it probable that some authentic information might be obtained. On the 25th, the fleet being off the Gulf of Coron, Captain Troubridge was despatched in the Culloden, to collect what intelligence he could from the Turkish governor. Without detaining the squadron, he returned in a few hours, with a French brig prize in tow, with the information, that the enemy had been seen steering to the S.E. from Candia about four weeks before. This determined the admiral once more to visit Alexandria, which he accordingly reached, at noon, on the 1st of August, and discovered that the harbours were full of shipping, which proved to be the long-sought-for French fleet. The result is well known.† It hap-

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\* *Vide* CLARKE and M'ARTHUR's *Life of Lord Nelson*.

† The reader is referred to the first Volume of the NAVAL CHRONICLE, for the following accounts and illustrations of this glorious action:—Page 42, a bird's view of the engagement, with the French fleet in Aboukir Bay, from a drawing of Mr. Pocock's, from accounts furnished by some officers who were present; page 43, an authentic narrative of the proceedings of Lord Nelson's squadron, from the 9th of May, 1798, to the beginning of August, in the same year, supposed to have been written by the captain of the Vanguard; page 83, description of the medal that was in circulation in the metropolls, in honour of the battle; page 142, Mr. Pye's Address to the Nile, and an extract from a note in *The Pursuits of Literature*, which seemed prophetic of the victory; page 149, an account of the engagement, by a French officer; page 158, reflections on the same; page 162, Gazette Letters; page 235, extract from Mr. Bowles's song of the Battle of the



pened most unfortunately for Captain Troubridge, that his ship, the *Culloden*, in standing in for the van of the enemy's line, grounded upon the tail of a shoal, running off from the island, on which were the mortar and gun-batteries of the enemy; and, notwithstanding all the efforts of her gallant commander and crew, she could not be got off till the morning of the 2d of August; when it was found that she had suffered considerable damage, and that she could scarcely be kept afloat, with all pumps going.— Captain Troubridge, in a letter to Earl St. Vincent, dated August 16, 1798, thus relates the particulars of this unfortunate event:—

“ Your lordship will have heard by Sir H. Nelson's letters, and Captain Berry, of the misfortune that befel the *Culloden* just as I got within gunshot of the enemy. As we had no knowledge of the place, and the soundings continuing regular as we stood in, I did not conceive the smallest danger; the man at the head calling out eleven fathom when she struck. The only consolation I have to support me in this cruel case is, that I had just time to make the signal to the *Swiftsure*, and *Alexander*, which saved them, or they must inevitably have been lost, as they would have been further on the reef from their hauling considerably within me. Every exertion in my power was used to save his Majesty's ship; but it was long doubtful whether I should be able to keep her afloat after I had got her off; the rudder was gone, and she was making seven feet water an hour. However, by great labour, on the third day we got a new rudder made and hung, and with thrummed sails reduced the leak considerably. The false keel is gone, and probably part of the main, as she struck very hard for nine hours with a heavy swell. All the gripe I can see is off. I shall use every exertion to

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Nile; page 237, extract from Mr. Sotheby's Poem on the same subject; page 287, anecdote respecting Lord Nelson and Captain Louis, during the battle; page 309, extracts from the Battle of the Nile, a dramatic poem; page 518, list of paintings of the battle, in the exhibition of 1799; page 521, Chart of the Bay of Aboukir, with the situation of the French and English fleets, from the drawing of a French officer.

In Vol. II. page 67, are some lines, written at Lord Walpole's, on the Battle of the Nile; page 341, dimensions of the *Canopus*, one of the French captured ships.

In our biographical memoir of Lord Nelson, Vol. III. page 181, are some additional particulars of the action; and at page 219 of the same Volume, is an extract from Mr. Fitzgerald's Poem of the Battle of the Nile.

In our biographical memoir of the late Sir Thomas Louis, (Vol. XVI. page 186), and Sir Samuel Hood (Vol. XVII. page 20) some further information on the subject will also be found.

patch the poor Culloden up again, and I flatter myself I can still fight a good battle in her, if opportunity offers. I am now fagging hard at the leak, and the first harbour we make I must and will patch the old ship up, and make her last as long as your lordship has the command. Two pumps going I shall not mind, we are fully equal to that. I endeavour, and I believe succeed in making my men believe that the leak is nothing; for they dance every evening as usual.

"Sir Moratio will have given your lordship all the particulars of this business in a much superior manner to what I could do. This stroke may induce the French to listen to moderate terms of peace. I took a courier of Buonaparte's with all the letters; they every one seem to have been written in a desponding state. The captain, Barré, who commands l'Alceste, is a son of the late Duke of Orleans by Madame Barré. I have now upwards of twenty officers prisoners on board, not one of whom acknowledges a Supreme Being, or seems to have any principle. Robbery and murder are no crimes with them. Hallowell, and myself, took possession of the island of Bequieres, and brought off from it two 13½ inch mortars, and four guns."\*

The generous sympathy of the hero of the Nile is well depicted in the following passage, from the work to which, in the composition of this memoir, we are so much indebted. It also serves to shew the high estimation in which Captain Troubridge was deservedly holden by his admiral:—

"In the first interview which Nelson had with his early shipmate and friend, Captain Troubridge, after the action, he thus endeavoured to cheer the mortified spirit of that great and intrepid officer:—'Let us, my dear Troubridge, rather rejoice that the ship which got on shore was commanded by an officer, whose character is so thoroughly established in the service as your own.'"

The unfortunate circumstance of the Culloden getting on shore, proved, however, a source of much subsequent uneasiness and vexation to her commander. In common with the other officers concerned in the action, Captain Troubridge received the thanks of both Houses of Parliament; and also the gold medal, presented by his Majesty on the occasion; but it appears, by the following letter from Lord Spencer to Lord Nelson, that, respecting the latter honorary token, there was some difficulty:—

"Admiralty, December 25, 1798

"I am happy to find that the Culloden was capable of being continued in service, as I well know the value you so deservedly set on Captain Troubridge's assistance. In the strict execution of the King's orders, respecting

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\* *Vide* CLARKE and M'ARTHUR's *Life of Lord Nelson*.

the medals to be given on occasion of the battle of the Nile, Captain Troubridge, not having actually been in action, would have been excluded; but I am very happy to tell you, that I have been expressly authorized by his Majesty to present him with a medal, as well as all the other captains in the line on that day, for his services, both before and since, and for the great and wonderful exertions he made at the time of the action, in saving and getting off his ship."\*

A more serious difficulty, though not immediately relating to Captain Troubridge, arose from the Culloden's going on shore. The first lieutenants of all the line-of-battle ships *engaged* were promoted to the rank of master and commander; but, from the accident of the Culloden, she was not actually in the engagement, and her first lieutenant was consequently, by the etiquette of the service, excluded from the promotion. On this mortifying subject, Lord Nelson, after his return from Leghorn, where Captain Troubridge had also been actively employed, thus urgently expressed himself, in a private letter to Earl St. Vincent:—

"I received yesterday a private letter from Lord Spencer, of October 7, declaring that the first lieutenants of all the ships *engaged* would be promoted. I sincerely hope this is not intended to exclude the first lieutenant of the Culloden; for heaven's sake, for my sake, if it be so, get it altered. Our dear friend Troubridge has endured enough, his sufferings were in every respect more than any of us; he deserves every reward which a grateful country can bestow on the most meritorious sea officer of his standing in the service. I have felt his worth every hour of my command; and had before written to you my dear lord on this subject, therefore I place Troubridge in your hands."

The liberal-minded interference of the commander-in-chief (Earl St. Vincent) on this occasion, appears, from the following

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\* *Vide* CLARKE and M'ARTHUR's *Life of Lord Nelson*.

The resources of Captain Troubridge's mind availed him much, and were admirably exerted upon this trying occasion. In four days he had a new rudder made upon his own deck, which was immediately shipped; and the Culloden was again in a state for actual service, though still very leaky.

..... The activity and generous consideration of Captain Troubridge were again exerted at this time for the general good. He communicated with the shore; and had the address to procure a supply of fresh provisions, onions, &c. which were served out to the sick and wounded, and which proved of essential utility."—*Vide* NAVAL CHRONICLE, Vol. I. page 58.

passage in a letter of Lord Spencer to Lord St. Vincent, dated October 9, 1798, to have ultimately led to the most satisfactory result : —

“ The exception of the first lieutenant of the *Culloden* was necessary, on account of that ship not having got into action from the circumstance of being aground ; I am however, so fully convinced of the merit both of Captain Troubridge and his officers on all occasions, that I beg you would be so good as to give the first vacancy of commander that arises, to the first lieutenant of the *Culloden*.”

Captain Troubridge, in the *Culloden*, with the *Alexander*, and *la Bonne Citoyenne*, arrived at Naples, on their return from Alexandria, about the middle of September ; and, in four or five days, they were joined by Admiral Nelson, in the *Vanguard*.—In the month of December following, the French army having invaded the Neapolitan territory, and being on its March to Naples, the inhabitants of which had displayed strong symptoms of disaffection, his Sicilian Majesty found it expedient to embark in the *Vanguard*, and to proceed with the royal family to Palermo. In the interim, Captain Troubridge was left in the neighbourhood of Leghorn, with a view to frustrate the machinations of the French in that quarter ; and we learn, from Messrs. Clarke and M'Arthur's work, that, “ soon after the arrival of the royal family at Palermo, which hitherto had been the residence of the Sicilian Vice-roys, Lord Nelson received an interesting letter from Captain Troubridge, describing the state of Tuscany. Captain Troubridge mentioned the strange conduct of the Marquis Manfredini, who had endeavoured to make the Tuscans believe that all the horrors of war and the loss of their property were inevitable, if the good will of the Great Nation were not purchased.”

At the close of the year (1798) Lord Nelson appears to have been much hurt at the appointment of Sir Sidney Smith to a command in the Mediterranean. He applied, we believe, both publicly and privately, for permission to retire ; and, in one of his private letters, he particularly mentioned Captain Troubridge, as amongst the officers from whom his successor might with most propriety be selected.

About the same time (December 31) in a private letter which his lordship wrote to Earl St. Vincent, he says :—“ As soon as I



can get hold of Troubridge, I shall send him to Egypt to endeavour to destroy the ships in Alexandria. *If it can be done, Troubridge will do it.*" \*

Captain Troubridge accordingly appears to have been afterwards employed in the blockade of Alexandria, till the 5th of March, 1799, when he left the continuance of that service to Sir Sidney Smith, and returned to Lord Nelson, at Palermo. In writing to his lordship, he subsequently gave the following account of the manner in which he had discovered and taken a person, who had been sent by Buonaparte to mislead the Turks:—

"On the 14th of February, 1799, I detained the caravella that had at last been permitted by the French to leave Alexandria; and, having received information from a spy on board her, sent for the captain and shewed him a firman from the Grand Seignior, taking care not to let him read it. I told him it was a hattesherrif for the head of a traitor: on this he appeared alarmed, and acknowledged he had a Mons. Beauchamp on board, habited like a Turk, and a French pilot. I immediately sent and seized the ambassador, as they called him, and his Greek servant, and by sharpening an axe and playing him off with the hattesherrif, I so alarmed the Greek domestic, that he shewed us where they had concealed their instructions from Buonaparte, on board the caravella. It appeared to me that the Grand Seignior would do this fellow more justice than we could; I therefore sent him in the Swiftsure to Rhodes, recommending him strongly for decapitation." †

Immediately after his return from Alexandria, Captain Troubridge was intrusted with the command of a small squadron. Lord Nelson's ever-active mind had projected a plan for blockading Naples, and for obtaining possession of the ships in the bay, and of the adjacent islands. Their Sicilian Majesties highly approved the proposition, but wished that his lordship should remain at Palermo. "Sir John Acton also recommended, in the name of their Majesties (as we learn from Messrs. Clarke and M'Arthur) that the blockade of Naples should be intrusted to the command and care of *the excellent Captain Troubridge*, in whom they placed the highest confidence. 'I therefore send you,' added he, 'by their Majesties' orders, an official letter for that officer to take the command of the operations in the Bay of Na-

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\* *Vide* CLARKE and M'ARTHUR's *Life of Lord Nelson*.

† *Ibid*.

ples, for the recovery of the adjacent islands, according to the manner you mentioned some days ago. I flatter myself it will not be long before that infamous capital is purged of all the scoundrels and traitors who now dispose of it.'—Accordingly, on the 31st of March, the Culloden, Zealous, Minotaur, Swiftsure, St. Sebastian, Seahorse, Perseus, and El Corso, proceeded to execute their admiral's instructions. On the 2d of April, having received the Governor of Procida on board, they stood into the Bay of Naples, and anchored off that island. The tree of liberty was immediately cut down, the French flag was destroyed, and H. S. M.'s colours were hoisted on Procida, amidst the acclamations of a loyal populace."

In the course of a very few days, Captain Troubridge was also in complete possession of Ischia and Capri; the inhabitants of which, though almost in a state of starvation, displayed the staunchest loyalty. It was in vain that supplies of provisions were demanded; for, so wretchedly were the affairs of the Sicilian government administered, none could be procured; and it is believed that, had it not been for a private store, which Captain Troubridge, with the utmost humanity, distributed amongst the poor suffering creatures, many of them must actually have expired from want.

The arduous nature of the service in which Captain Troubridge was now employed, can be conceived only by those who were present, and who participated with him in its toils and fatigues. All the principal traitors and jacobins that were taken in the island were secured and distributed amongst the ships of his squadron, to await the punishment due to their crimes. Captain Troubridge solicited the presence of a Neapolitan judge, to try the offenders; but it seemed to be the wish of the imbecile ministry, to cast the odium of every execution upon the English; and some time elapsed before he could obtain the object of his desires. On some of the traitors, however, justice was more summarily inflicted by the inhabitants; and the following letter, which Captain Troubridge received early one morning, with his accustomed basket of grapes for breakfast, from the shore, exhibits a striking instance of the impetuosity of the Italian character:—

"SIR,

*"Salerno, April 26, 1799.*

"As a faithful subject of my king, Ferdinand IV. whom God preserve, I have the glory of presenting to your Excellency the head of D. Charles Granozio di Giffoni, who was employed in the administration directed by the infamous commissary Ferdinand Ruggi. The said Granozio was killed by me in a place called li Puggi, district of Ponte Cagnaro, as he was running away. I beg your Excellency would accept the said head, and consider this operation as a proof of my attachment to the Royal Crown.

"I am, with due respect, the faithful subject of the king,

"J. M. N."\*

On the 12th of May, whilst Captain Troubridge was thus engaged, l'Espoir arrived at Palermo, with the news that the French fleet had been seen off Oporto; and, on the same night, she was despatched by Lord Nelson to Procida, with orders for Captain Troubridge to join him, with the whole of his squadron, excepting one line-of-battle ship, and the frigates; it being his lordship's intention to detach them for the safety of Minorca. In consequence of subsequent information, that the French fleet comprised upwards of thirty sail, nineteen of which were of the line, Lord Nelson again sent to Captain Troubridge, to join him with all his line-of-battle ships, and, if possible, with one of the frigates.

On the 20th of the month, the desired junction having been effected, Lord Nelson left Palermo, and sailed with the Vanguard, Culloden, Zealous, Minotaur, Haerlem, St. Sebastian, and Swallow, a Portuguese corvette. His lordship, however, was disappointed in his expectation of falling in with the enemy; and, on the 30th of May, after his return to Palermo, he thus expressed himself, in a letter to Earl St. Vincent:—

"The Vanguard anchored here yesterday; but it has been so calm, that, except the Emerald, none have yet got in. After two days I hope they will all be as ready for service as our means allow of. I have our dear Troubridge for my assistant, in every thing we are brothers. Hood and Hallowell are as active and good as ever: not that I mean to say any are otherwise; but you know these are men of resources."†

The French having evacuated Naples in June, Lord Nelson returned thither, from Palermo. His Lordship's next object was,

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\* *Vide CLARKE and M'ARTHUR's Life of Lord Nelson.*

† *Ibid.*

to dispossess the French of the Castle of St. Elmo; and, for that purpose, a strong detachment of seamen and marines, from the squadron, was landed, under the command of Captain Troubridge, who, for the first seven days, was assisted by Captain (afterwards Sir Alexander) Ball, in the *Alexander*. He was afterwards supported by Captain Hallowell, of the *Swiftsure*; and, during the siege, which lasted from the 3d to the 12th of July, when the Castle capitulated, Captain Troubridge derived essential service from a party of Russians and Portuguese, by whom he was joined.

Lord Nelson, in his letter to the Admiralty, announcing the surrender of St. Elmo, thus compliments his gallant friend:—  
 “Although the abilities and resources of my brave friend Troubridge are well known to all the world, yet even he had difficulties to struggle with in every way, which the state of the capital will easily bring to your idea, that has raised his great character even higher than it was before.” \*

Captain Troubridge was afterwards despatched by Lord Nelson, to take possession of the Roman territory. On the 29th and 30th of September, “having entered into articles of capitulation with the French general, Grenier, a detachment of 200 seamen and marines was landed from the *Minotaur* and *Culloden*, for the purpose of taking possession of *Civita Vecchia*, *Cornatto*, and *Tolfa*; while Captain Louis, and General Bouchard, proceeded to take possession of Rome on the same terms.” †

For these and his former services, Captain Troubridge had the

\* The official particulars of the surrender of the Castle of St. Elmo, appear in the Second Volume of the *NAVAL CHRONICLE*, page 529.—On this occasion, the loss of the combined forces amounted to five officers, and thirty-two rank and file, killed; and five officers, seventy-nine rank and file, and one marine, wounded.

Our present limits will not suffer us to enter into the length of detail, which Captain Troubridge's important services before the Castle of St. Elmo, in taking possession of the Roman territory, &c. require; but, in a subsequent part of the volume, we shall introduce some interesting and valuable *addenda*; partly from CLARKE and M'ARTHUR's *Life of Lord Nelson*, to which our obligations have already been great, and partly from other sources.

† *See* biographical memoir of the late Sir Thomas Louis, *NAVAL CHRONICLE*, Vol. XVI. page 188.—The official account of this service appears in the Third Volume of the *NAVAL CHRONICLE*, page 223.



honour of being presented with the Sicilian Order of St. Ferdinand and of Merit; and, on the 23d of November, in the same year (1799) he had the further honour of being created a Baronet of Great Britain.

Sir Thomas Troubridge continued in the Mediterranean till July, 1800, when he returned to England, and was appointed captain of the Channel Fleet, under Earl St. Vincent.—A few months afterwards, he was nominated to be one of his Majesty's Lords Commissioners of the Admiralty; a post which he continued to occupy, with credit to himself, and advantage to his country, till the month of May, 1804.

On the 23d of April preceding, Sir Thomas had been promoted to the rank of rear-admiral of the blue squadron; and, in April, 1805, he was appointed to the command of the *Blenheim*; in which he sailed from Portsmouth, on the 27th of that month, to take the command in the Indian Seas, to the eastward of Point du Galle, in the island of Ceylon.—In the promotion which took place, on the 9th of November following, after the lamented fall of his beloved friend and associate, Lord Nelson, he was made rear-admiral of the white. In March, or April, 1806, he was appointed commander-in-chief at the Cape of Good Hope.

The last official letter that was received from the rear-admiral, may be seen in the XVIIth Volume of the *NAVAL CHRONICLE*, page 338. It is dated on board the *Blenheim*, Port Cornwallis, August 20, 1806, and relates to some successful operations of the *Greyhound* and *Harrier* (Captains Elphinstone and Troubridge\*) in the Java seas.

The only intelligence deserving of notice, that we are aware of having been received, respecting Sir Thomas Troubridge, since the period here mentioned, was a letter from an officer on board the *Harrier* sloop, dated Table Bay, March 13, 1807. This communication stated, that the *Harrier* lost sight of the *Blenheim* and *Java* on the afternoon of the 1st of March, during a hard gale off the Mauritius, in longitude 64 deg. 11 min. and latitude 20 deg. 21 min. "The night," says the writer, "was dreadful beyond description; it blew a perfect hurricane, with a most tremendous sea. The *Blenheim* was in a very decayed state, and was particu-

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\* The present Sir Thos. Troubridge, Bart. the rear-admiral's son.

larly bad in her hull. The Java was badly manned, and extremely crank. The principal hope is, that they have got into some harbour in the island of Madagascar."

This hope has now completely vanished; and we can only deplore the untimely fate of a commander, who, for skill, bravery, and every seaman's virtue, has not, perhaps, left his equal.

Yet, ere we close this slight memorial of his services, we would wish to add something more substantial than our own feeble praise. The voice of the departed Nelson yet lives, to eulogize his friend, the partner of his perils and of his glories!—That illustrious man, in a letter to Earl St. Vincent, under the date of June 15, 1798, says:—"Troubridge possesses my full confidence, and has been my honoured acquaintance of twenty-five years standing."\*

Lord Nelson, in another letter to Lord St. Vincent, dated August 10, 1798, after the battle of the Nile, in a moment of depression, thus writes:—

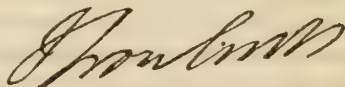
"Although I keep on, yet I feel that I must soon leave my situation up the Mediterranean to Troubridge; *than whom we both know no person is more equal to the task.* I should have sunk under the fatigue of refitting the squadron, but for him, Ball, Hood, and Hallowell: not but that all have done well, but these are my supporters."†

At the latter end of the succeeding month, Lord Nelson, after his return to Naples, thus expresses himself, in a private letter to Earl St. Vincent:—

"Dear Troubridge, whom we went to visit yesterday, is better than I expected; the active business, and the scolding he is obliged to be continually at, does him good. I am not surprised that you wish him near you; but I trust you will not take him from me. *I well know he is my superior; and I so often want his advice and assistance.*"‡

After this, all farther panegyric would be worse than superfluous!

The following is a fac-simile of the hand-writing of the late Sir Thomas Troubridge.



\* *Vide* CLARKE and M'ARTHUR's *Life of Lord Nelson.*

† *Ibid.*

‡ *Ibid.*

## HERALDIC PARTICULARS.

Richard Troubridge, of Cavendish-street, St. Mary-le-bone, married Elizabeth ———, by whom he had Thomas, the subject of the preceding memoir, and Elizabeth, yet living. The said Thomas married Frances, relict of H. Richardson, Esq. in 1787; by whom he had a son, Thomas (now Sir Thomas) made a post captain in 1807; and a daughter, Charlotte.

ARMS.—Or, on a bridge of three arches in fess, embattled a tower proper, thereon a broad pennant flying, azure, charged with a cross potent of the first; on a canton of the third two keys in saltire, gold, their wards upwards.

CREST.—On a wreath a dexter arm, habited azure, cuff argent, supporting a banner charged with two keys, as in the arms.

## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

## NANTES IN GURGITE VASTO.

## ERUPTION OF MOUNT ETNA.

THE following copy of a letter, from a British officer in Sicily, furnishes a more picturesque and circumstantial account of the late eruption of Mount Etna, than any other that has appeared:—

*“Messina, April 24, 1809.*

“On the morning of the 27th of March, about seven o’clock, advices of an eruption of Etna were conveyed hither, by a very swift courser, a cloud of black ashes from the mountain top, which is 50 miles distant in a straight line. These ashes, borne on a hard gale of wind, showered into the town in such quantities, that several cart loads might have been collected from the streets and house-tops. They resembled gunpowder; so much so, indeed, that an Irish soldier, in the citadel, called out, “Blood and turf! the wind has forced open the magazine doors, and here’s all the powder blowing about the barracks.”

“Soon after day-light, an awful bellowing and horizontal shaking of the mountain excited a general alarm among the inhabitants of its vast regions. Uncertain where the calamity might fall, many deserted their houses. This shock was immediately succeeded by a furious eruption of ashes from the great crater, which formed immense clouds, and covered an amazing extent of country. So violent was the discharge, that in spite of the gale, a vast quantity overspread the country, many miles to windward of the spot whence they issued.

“ On the evening of the same day, an eruption of lava took place at a short distance below, whose terrible stream flowed down the mountains about three miles, and then divided into two branches. This volcano soon ceased burning, and another broke out next day, with greater fury than the former, about five miles lower down, at a place called Monte Negro. The latter displayed three vast columns of flame and smoke, and its lava extended, in a few days, across the woody region, to the distance of three or four leagues. Hitherto we have heard of no guide bold enough to conduct the curious traveller as far as either of these eruptions, because of the vast and deceitful heaps of snow and ashes scattered about the two upper regions of the mountain; nor has any person, I believe, been yet so rash as to ascend higher than one which broke out two hours after the first alarm, about twelve miles below Monte Negro, and eight west of Lingua Grossa, a town on the North East side, near the foot of Etna. This eruption has formed a row of craters, within a space of about two miles, forming, with the others, an irregular line, running in a North-East direction from the top of the mountain.

From the dark bottom of a wood of tall firs and huge oaks, spread over steep craggy hills and close valleys, conceive twelve craters or mouths, two unceasingly, and the rest at intervals, with a noise like a tremendous chorus of several thousand cannons, muskets, and sky-rockets, discharging flame, and showers of burning rocks of various forms and all magnitudes, from several yards in diameter down to the smallest pebble, which, according to their weight and bulk, ascend from 200 to 1000 feet.—The two fore-mentioned craters (or rather double crater) the lowest of the row down the mountain formed the principal object of this awful and magnificent scene—they were the only craters which did not seem to labour. Their joint emissions had encompassed them with a black oblong hill of ashes and lava stones; 30 yards above the top of which their mingling flames furiously ascended, in one immense blaze, which seemed 100 yards in breadth. Amidst this blaze, vast showers of rocks, rising and falling, were continually passing each other. About the middle of the whole line of craters was situated one, which laboured the most, and made the loudest, the heaviest, the highest, and the most dangerous discharges; from the rocks of which our party twice narrowly escaped, one or two of very considerable size falling within a pace of us:—I think the lava flowed only from a few of the chief craters, particularly the double one. During the emissions of rock and flame, the boiling matter was seen, in slow undulating waves, issuing through the sides, close to the bottom of the black hills of ashes. The double crater appeared completely isolated by the lava of the others. Just below it, all the lava uniting, formed one grand stream of various breadths, from half a mile to 50 yards, which, leaving the fir wood, pursued its destructive course down a rocky part of the mountain, interspersed with oaks; until, about five miles below the double crater, it entered some vineyards, after dividing into two branches, the principal one of which advancing a mile further, directly threatened the house of Baron Carri. Within 200 yards of this house, it entered a hollow way, which it was



hoped, would turn its course; but, going on, according to the direction of the impelling fluid behind, its loose rocks rolling off the main body, soon filled up the small ravine, and formed a causeway for itself to pass. The other branch took the direction of *Lingua Grossa*, and arrived very near the Baron Lagnone's house, whose inhabitants, as well as those of the town, were trembling for their property, when the eruption ceased.

The stream sometimes branched off and joined again, forming islands as it flowed along. Sometimes its banks were formed by the sides of ravines; but where the country was open, it formed its own, which, from the porous nature of the lava, imbibed the cool air, and soon hardened into black and lofty banks of many feet in thickness. It gradually thickened in advancing until about four miles from the crater, when it began to assume the appearance of a vast rugged mound of black rocks, or stones and cinders, moving almost imperceptibly along. By day light, the general appearance of this amazing stream, or moving mound, was black, and might be compared to a long tract of ploughed ground, moving and smoking along, raised on banks from fifteen to forty feet high. The end of it, however, presented a bold front of vivid fire, about fifteen or sixteen feet high, and eight paces in extent. While it moved forward in a body, the loose stones and cinders, presenting less resistance to the stream behind, impelled in a continual succession from the top, rolled cracking down its rough sloping sides and front, advancing before the main body, and burning the grass, the weeds, and grape vines, like light troops skirmishing on the front and flanks of an army marching in solid column.

I never saw a painting which gave any thing like a correct idea of lava, yet it appears no difficult task. I could discern nothing of the fluid part of the stream; yet, until somewhat cooled, by flowing several miles, it must be liquid immediately underneath the thin light crusted surface. Just after issuing from the crater, I should think it flowed at the rate of four miles an hour; half way down the stream (whose whole extent, when the eruption ceased, was about six miles), a mile and a half an hour, and so on, gradually decreasing in velocity to the most advanced part, where its progress was a few hundred yards a day.

The night view of the eruption and stream of lava was truly grand and terrific. The rocks emitted from the craters displayed a white heat, and the flames an intense red. When the adjacent hills and valleys were covered by a shower of rocks, they appeared, for a time, beautifully spangled with stars; whose silver brightness, as well as that of the burning trees, formed a no less admirable contrast to the flames of the crater than did the evening songs of the birds to the bellowing of the mountain. The lava was a fancied infernal fire, streaked black and red, presenting a horrid contrast to the dark surrounding scenery. Here, down the rocky slopes, it rolled a cataract of fire; there, it displayed floating mounts crowned with imagined fortresses. Trees were seen, as if growing from the fire, whose parched branches, and burning trunks exhibited the idea of desolation in all its horrors.

The country about *Lingua Grossa*, *Pic Monte*, and other places on that

side of the mountain, now lies covered with ashes, three or four inches in depth. Though some lands have suffered by lava, many have been manured by ashes, and the whole island is freed from the dread of earthquakes for some time to come. Thus we find

“all partial evil universal good.”

Except the inhabitants likely to suffer, little concern or curiosity was expressed by the Sicilians. Even the Baron Carri, whose house was so much in danger, with superstitious obstinacy, rejected for a long while, every proposal of the British officers for removing his property. “No, no,” he always replied, “Let it be as God wills it.” At length, however, self-interest prevailed, and solitary walls alone remained. But when the lava had arrived within 200 yards of this deserted habitation, the eruption ceased, to the great joy of the natives, who attributed this mercy to the merits and interference of their Patron Saints, whose images were daily brought from Castiglione (a distance of three miles) in procession during the progress of this calamity, and placed, while mass was performed, amidst the tears of a wretched multitude, a few yards in front of the slow advancing fire. This procession was composed of the miserable and ragged natives, of both sexes and all ages, crying and sobbing, beating their breasts, tearing their hair, and flogging their backs in penance, while their priests were calling on their saints to assist them. On their way to the lava, they stopped at the Baron’s house, from the balcony of which the Chief Priest, with the most violent gestures of grief, delivered a short sermon, in which he told them, that the eruption was a judgment upon their sins, and recommended them to mend their lives, and pray to all the Saints to intercede for them. Every pause of this discourse was filled with a general burst of tears, beating of breasts, tearing of hair, and flogging of backs. I was never more affected by any scene of public distress. How feeble, how insignificant does he feel, who stands within 200 yards of these furious volcanoes, What must be the pangs of his heart, who beholds his earthly property, his native fields, in a few hours irrecoverably overwhelmed? Transitory, compared with this, are all the other scourges of the earth. The fertility swept away by floods and tempests, by war and pestilence, is shortly succeeded by smiling plenty:—The fields of Austerlitz and Jena already revive from their late desolations. Even Spain may perhaps ere long: but many successive generations, with hopeless sighs, must view the black and barren rocks which have buried the native lands of their unhappy forefathers.

#### PRESERVATIVE AGAINST DROWNING.

BARON LUTGENDORF, well known for his travels, has invented a machine, by means of which a person may exist under water without fear of being drowned. It is a kind of canvass, which allows the body to assume every possible position, and which is expected to be extremely useful in saving persons in danger of being drowned. The police of Vienna have purchased a considerable number of these machines, with the view of assisting in bringing up drowned persons from the bottom of the Danube.

## WOOL SUBSTITUTED FOR HEMP.

AMONGST the honorary rewards, presented by the Society for the Encouragement of Arts, Manufactures, and Commerce, in the year 1808, was a gold medal to George Whitworth, Esq. of Coxwold, Lincolnshire, for his exertions in manufacturing ropes and sacking from sheep's wool, to answer the purpose of similar articles made from hemp.

These exertions will perhaps be less attended to, now that we have obtained such abundant supplies of hemp from Russia; but the knowledge of having a cheap and valuable substitute for that commodity, at all times within our reach, is surely deserving of very serious consideration.

The wool sacking, proposed by Mr. Whitworth, is adapted to the purpose of making good hammocks, and may be afforded at the same price as the hempen ones now in use. The woollen ropes will, in the first instance, be about three pence per pound dearer than hempen ones; but the difference will be amply compensated by the superior value of the old materials, which may be re-manufactured for coarse woollens, as well as if they had not previously been made into ropes.

Taking the raw materials of hempen and of woollen ropes, each at 84l. per ton, Mr. Whitworth estimates the ropes respectively as follows, in point of weight and value, new and old, of the same size:—

17½ ounces of hemp, worth, new, 13d. worth, old, 1d.

12 ounces of wool, worth, new, 12d. worth, old, 4d.

Mr. Whitworth, however, is of opinion, that when woollen ropes shall be brought to perfection, they may be afforded, in the first instance, at a cheaper rate than hempen ones. The durability of the former, especially where there is much friction, is also greater than that of the latter.

Another circumstance deserving of notice is, that, at a moderate calculation, 15,000 tons of hemp would require more than 7000 acres of land to produce it; a quantity of land which would produce more oats, exclusively of other articles, than would supply half London.

Further information on this subject may be found in the XXVIth Volume of the Transactions of the Society of Arts, page 153; and specimens of the ropes and sacking, manufactured according to Mr. Whitworth's plan, are preserved in the Society's Repository, Adelphi.

## REMARKABLE ESCAPE OF AN ENGLISH OFFICER FROM FRANCE.

THE following narrative of the hair-breadth escapes of a young officer, a native of Leeds, is copied from the original communication to his brother, dated Malta, May 23, 1800:—

“DEAR BROTHER,

“No doubt you will be astonished to hear from me at this place, when you naturally suppose that I am confined still in a French prison: here I am, however, and I will state the particulars of my escape from France. Finding there was no probability of an exchange, and feeling that I was

losing my time in idleness, I was determined to venture, at all hazards, to make my escape, though I witnessed every day so many examples of young men being retaken and laden with irons. On the 13th of March, 1803, I threw up my parole, and entered into prison with the seamen; having every thing ready, at twelve o'clock at night, I descended the ramparts, and travelled through fields, woods, and high roads, always going round the towns and villages, travelling by night, and resting in the woods by day, only entering into a farm-house to purchase bread. In this way I travelled 38 nights without ever sleeping in a bed; and there being always a guard upon the bridges, I was obliged to swim across the rivers. At length I reached Marseilles, having travelled upwards of two hundred and sixty leagues, and during the chief part of the time had continual snow and rain. When just on the point of getting into a boat, I was unfortunately retaken by the custom-house officers. Still, having hopes of getting clear, I would not give up myself for a prisoner of war. I was in consequence treated as a spy, and under this opinion I was put into a dungeon, too small for me to stand upright in, and not sufficiently long enough to lie down at full length. Here I was almost eaten up with vermin, of which there is no scarcity in France. In that place I remained near three months, living upon bread and water.

"Finding I could not get clear, I came to a determination to give myself up as a prisoner of war. This was out of the frying pan into the fire; they immediately put irons upon me, and marched me by day through the country which I had travelled by night, a few months before. In two months I reached Bitche, the strongest fort they have in the country, and was condemned to remain there during the war, with several of my unfortunate countrymen. I was then upwards of forty feet under ground, but allowed two or three hours a day to walk on the fortress, surrounded with soldiers; finding myself not the happiest mortal on earth, I was determined once more to try my luck.

"With this resolution, my fellow prisoners and myself made a party amongst us, and after a great deal of trouble, cutting and breaking every obstacle that lay before us, at length we found ourselves in the open air: still having the sentinels to pass, and a rampart of one hundred feet to descend, having previously made a rope of linen, which had been bought for shirts, we were at last so fortunate as to get tolerably safe down, only cutting our hands a little, the rope being too small. This happened on the 8th of December last! it was then snowing and freezing in a most dreadful manner. Still marching on as before by night, until the 25th, your birth-day, myself and four companions were surprised by the *gen d'armes*, a set of fellows then employed to take up deserters. We were once more ironed, and marched from whence we came, upwards of 160 leagues.

"On our arrival we were put into a dungeon with nine inches water, a little straw, and fifty feet under ground; not able to stand or lie during our confinement. Our case being desperate, we came to the determination to lose our lives or get clear, as it was impossible to live in such a place more than a few days. Having found means of procuring saws, hammers, and



chissels, we set to work once more, and, on the 8th of February, at two o'clock in the morning, I found myself once more in the open fields, having come to a resolution to lose my life rather than be taken, as it would only make a few days difference. I pursued my journey, undismayed, through both the French and Austrian armies. My sufferings in this escape were as severe as formerly; still I had to bear up against snow and rain, cold and hunger; but at length, on the 16th of March, I found myself in perfect safety at Trieste. Had you seen me that day, you would have thought me perfectly mad: I think myself so at present, or at least every body tells me so. On my arrival at Trieste, there being no men of war, I was obliged to take a passage in an Imperial vessel; and, on my arrival here, the admiral, on hearing from others who had come with me what I had suffered, had the goodness to appoint me acting lieutenant to the *Sabrina*, which I shall join in the morning."

## BRITISH BRAVERY.

A CURIOUS little book, entitled, *Historical and Political Observations upon the State of Turkey*, by R. D. London, 1683, contains (page 153) the following relation of a fight by two English ships against the Turkish fleet in the time of Sultan Mourad, (vulgarly called Amurath) who died A. D. 1620, in the 17th year of his reign, aged 31.

"The *Hector*, and the *William and Ralph*, being lading of corn in the gulf of Mola [Volo?] were met with by the Captain-Bashaw, in his passage towards Cairo and those ports: Now corn being a prohibited commodity, and not to be transported, under penalty of forfeiting ships, goods, and liberty of the men, the Bashaw was invited at the prospect of such a booty, to command his g'dies to seize the vessels, which as they were but two, it was not questioned but that they would yield and surrender upon the first summons: but these true English courages not being used to yield themselves up so tamely, were resolved the Turks should pay as dear as they could make them for the loss of their liberty, lives, and goods; wherefore, having by cutting their cables, put themselves under sail, and got into the main sea, they fought with the whole fleet above three hours, being sometimes boarded by one galley, sometimes by two at once; yet as they plied their quarter deck guns with small shot, and made a gallant defence with their half-pikes, they often cleared their decks, and put off the enemy with great slaughter. The Captain-Bashaw, being ashamed that his fleet should meet with such opposition from such vessels, resolved to enter his men at the gun-room port of one of the ships; and running the prow of the galley into the stern port, the valiant crew of the gun-room clapt an iron spike into the *trunch-hole* of the prow, whereby the galley being wedged fast to the timbers of the ship, they brought their stern-shot laden with cross-barrs, pieces of iron, and *partridge*-shot to bear upon them, which raking them fore and aft, killed the C. B. himself, with near 300 out of the admiral galley. At length, having spent all their shot, they charged their guns with

*pieces of eight*, and being overpowered by numbers, and not able farther to resist, they set fire to their ships, which blowing up, destroyed two or three of the galleys which lay by their sides, together with those men which were then fighting aboard at *hand-blows* on the deck with the defendants: so that none of the English were taken, unless three or four that were fished out of the water; and thus an end was put to the fight, the Turks gaining the victory with the loss of 1,200 slaves killed or wounded, besides Turks, and were forced into port, where they remained a full month to repair their galleys. This fight affected all with amazement at the bravery, or obstinacy as they call it, of the English; and is a matter remembered and talked of to this day, especially by the son of the Cap. B. who was slain, called Omer [Omer?] Bashaw of Oghli, being Bashaw of Rhodes at present, and commands three or four galleys; for which reason he is so inveterate an enemy to the English, that to satisfy his revenge, he buys what English slaves he can get into his galleys, and sells none under a double price or ransom."

#### QUICK TRAVELLING.

*Of the extraordinary faculties of an English Man of War, exemplified by the circuitous passage of H. M. Ship Mercury, from England to Alexandria, in Egypt.*

At 7 A.M. Monday, May 5th, 1800, sailed from St. Helen's.

At 2 P.M. Saturday, May 24th, hove too off Lisbon.

At 10 P.M. do. do. bore up.

At 9 P.M. Sunday, June 1st, anchored in Gibraltar Bay.

At 6 P.M. Tuesday, June 3d, sailed from Gibraltar.

At 8 A.M. Sunday, June 8th, anchored off Mahon (Minorca).

At 7 P.M. Monday, June 9th, sailed from Mahon.

At 9 P.M. Monday, June 16th, anchored in Genoa Mole.

At 6 P.M. Wednesday, June 18th, sailed from Genoa.

At 7 A.M. Friday, June 20th, anchored off Genoa Mole.

At 5 P.M. Monday, June 23d, sailed.

At 7 A.M. Thursday, June 26th, anchored in Leghorn Road.

At 6 P.M. Sunday, June 29th, sailed from Leghorn.

At 11 A.M. Thursday, July 10th, anchored off Malta.

At 9 P.M. Friday, July 11th, sailed from Malta.

At 8 P.M. Sunday, July 20th, anchored at Corfu.

At 10 A.M. Monday, July 21st, sailed from Corfu.

At 8 P.M. Thursday, July 24th, anchored in the Bay of Coron (Morea).

At 8 P.M. Saturday, July 26th, sailed from Coron.

On Thursday, July 31st, arrived off Alexandria.

## CORRESPONDENCE.

## ON THE SEA FENCIBLES.

MR. EDITOR,

*London, December 21, 1809.*

**T**HE coarse and invidious attack on the Sea Fencible Corps, which appeared in your last CHRONICLE, under the signature of *Agricola*, had, as we learn from a Correspondent, T. D. previously obtained admission into one of the morning papers; but while such a collection of *hardy* assertions was confined to that or similar publications of the hour, it certainly could not be expected to extort from any rational man a serious refutation. When such assertions, however, disgraced by errors or absurdities, have once found their way into a respectable work like yours—one, ostensibly devoted to the interests of the navy, the case, it may be thought, has become essentially different, and that, the respectability acquired by such a connection should at least entitle it to a marked reprobation.

On this supposition I shall proceed to examine the contents of the letter alluded to, first observing, on the conduct of its admirer, T. D. that after having himself detected one misrepresentation, amounting to 50,000*l.* in the statement, there might have been expected from his modesty a little less confidence in pointing the public attention to the remainder. On the subject, too, of his curious and *warlike* conclusion, that “notwithstanding all the efforts which have been made, the services of this corps have never been at all commensurate with the expense to which it subjects the nation,” I shall also previously observe, that most fortunately for the nation, the proper hour to decide on the merits of *this* corps has not yet arrived, and that to judge in this way of the utility of military establishment, is in reality to judge as if the merit of every corps was alone to be decided by the number of its battles. Alas, Sir, if this bloody doctrine be just, what can be said for more than two-thirds of the military corps now in the nation? To the humble Sea Fencibles, so *warlike* a distinction may be nothing, for they can exist as they have existed—strangers to applause or admiration. But what shall console, I ask, our numerous defenders—our fine volunteers, our life and horse guards, our standing, and local militia, nay, I am afraid we must add, many thousand others, who boldly aspire to the character of heroes? Let T. D. Sir, think of this; it may be worthy of his warlike reflections, while I pass on to expose, and hold up to honest indignation, those coarse and daring untruths, which, under the name of *Agricola*, have been so unblushingly and lavishly asserted. Near the commencement of the letter alluded to, the *first* of these *hardy assertions* is, that “The Sea Fencible Corps is a force in name only,” although the well known *fact* is that the Sea Fencible corps does or did consist of between twenty and thirty thousand intrepid men, regularly trained to the use of artillery and of the pike, under officers of acknowledged valour and long services, and that the greater part of this force so trained, is constantly in readiness for

the defence of our commerce from privateering marauders, and is maintained, not only for the defence of all the most vulnerable parts of Great Britain and Ireland, (the sea coasts) but for the best possible defence from invasion of the land itself, by rushing forth in their numerous boats to provoke the encounter, that is, to meet the invaders half way, to forbid them our soil; and, I trust, to prove themselves the legitimate brethren of those noble fellows, who never see an enemy afloat, but to conquer. But if, notwithstanding these facts, it still be made an objection to this hardy, simple race of men, that whatever may be the effects of their approach on the *water*, on the *land* at least they would be found to carry no terrors to the enemy—no dread exterior, no fierce accoutrements, none of those imposing pomps of war that stamp the soldier. If it, I say, be wisely imputed to them as a weakness, that no “splendid plumes, no dazzling scarlet, hides their rugged forms,” no camps exhibit, no music charms, no public breakfasts cheer these scouted tars, then, indeed, Mr. Editor, and without doubt, must their unworthiness be admitted; then, in truth, must their defenders abandon their cause; for who among its advocates, in an age like this, shall be bold enough to advance, that parade and ostentation are *characteristically* despised? who shall be mad enough to avow, that it is the pride and the glory of these strange men to wear only clothes that are of *use*—to have jackets that are *blue*!! *Assertion the second* says, that this force cannot cost the nation much less than 200,000*l.* per annum, when the *fact* is, as may be easily proved, that it does not cost the nation near *half* that sum! By *assertion the third*, we find that the Sea Fencibles are enrolled to serve *only* in case of invasion, when the *fact* again is in direct contradiction, for they are not only bound to serve at that momentous crisis, either ashore or afloat, but they are bound at all times to watch the beach when the weather is favourable for an enemy’s landing, and also “*to embark on board any armed vessel for the protection of ships, when any armed vessel of the enemy is in sight*,” and this, I believe, Sir, is doing quite as much as many of the corps with whom they are so invidiously contrasted. The *fourth assertion* says, their officers have no command over them. Now, Sir, again hear the *fact*. Their officers have not only that sort of command which arises from the influence of character, personal knowledge, and a similarity of pursuits, but they may in most cases be said to hold in their hand the very means of their subsistence, for though all these men may be, on inquiry, legally exempted from the impress, yet it is not practicable to carry about with them such satisfactory vouchers, as will insure them uninterrupted employment in fishing or other occupations on the water, consequently the value of a Sea Fencible protection is to them almost incalculable, and well worth the most scrupulous attention to every official command. But if any thing more be thought necessary, is it not amply supplied by the press warrants with which every officer in that service is furnished? The *fifth assertion*, relative to the times of mustering, has already been flatly *disproved* by his friend T. D. and the *sixth*, relative to the pay of the captains, is entitled to little more credit. The senior captains, he says, are paid 1*l.* 15*s.* 0*d.* per diem, and all the rest 1*l.* 10*s.* 0*d.* but the fact is, that



the senior captains commanding districts are paid no more than the other post captains; that is, 1l. 10s. Od. though five shillings a day are allowed them as a compensation for their expenses, in keeping a clerk, for stationary, &c. and so far are all the rest of the 143 there mentioned from receiving 1l. 10s. Od. that near 40 of that number are only in the receipt of 1l. 2s. 6d. per diem. His *seventh assertion*, that according to Steel's Navy List, there are 143 captains around the coasts of England, Wales, and Ireland; and "*that Scotland is not there mentioned*," is at once a curious specimen of the wretchedness of his information, and the temerity of his assertions; for it is almost impossible to look at that part of Steel's List so quoted, without being struck by the names of the COAST OF ANGUS, the FRITH OF FORTH, LEITH, ST. ABB'S HEAD, and DUNDEE; but without doubt this bold asperser has yet to learn, that a *little* knowledge of geography is indispensable to the man who undertakes to talk about national resources; and that he who presumes to censure on such subjects should at least be free from the suspicion, that Dundee had been sought for in the neighbourhood of the Guards, or St. Abb's Head, and the Frith of Forth, in the mouth of the Channel. The *eighth assertion*, proclaims that the captains of the Sea Fencibles are now receiving more than double their pay when afloat. Why, if this be true, Sir, how harshly and cruelly the captains afloat have been injured; but what shall be said, when on inquiry it appears, that such is the *stupidity* of the captains who are enjoying these good things now on shore, that more than two-thirds are madly straining every nerve to get into ships at sea, aye, and absurdly call themselves ill used by a refusal! Why what a dereliction of common sense is this! if the appointment to a command on shore is so much preferable to that on the waters! But the truth is, Mr. A. knows no more about what is paid to them afloat, than he does of what they are receiving ashore; for instance, he gives us to understand that a captain of a first rate receives no more than twenty-three shillings daily, though every sailor knows that he ought rather to have said 2l. 3s. Od. than 1l. 3s. Od. per diem! But what a contemptible artifice is that, where he gravely assures us, that a lieutenant-colonel commanding a battalion in the line, does not receive more than half the pay of the captains he so complains of; as if we must of necessity be ignorant of that which every drummer boy knows; for who among them does not know, how many good things under the names of rations, coals, candles, bat, forage, &c. they enjoy? though he should have known that the envied captains of the Sea Fencibles are so far from having any thing similar, that the very printing of their tickets is paid out of the pockets of more than one half of them. Again, why are all these captains so employed to be levelled to the rank of lieutenant-colonels in the army, when more than 90 on that service now rank with colonels on shore; and at least might be put on the establishment of the militia, though if any fair comparison could be made, it is the pay of the artillery that should properly be quoted. His *eleventh assertion*, that the pay of the militia is inferior to that of the line, so far as it relates to the colonels, may or may not be fact, but the *twelfth*, which says that most corps of volunteers have no pay at all, even admitting it to the *singapore*

distinction of a truth, is in every other respect highly censurable: for what must we think of the candour of the man who attempts to impose such a truth on us as a fair comparison? Have all the colonels of the volunteers, I would ask, devoted the youth and prime of their lives to a hard and perilous service? Have *they* climbed their way up to rank amidst battles and victories? Have they even received that rank for *military* services? Do they now, I would ask, consent to abandon for a series of years their local comforts and earliest society, or are they supposed to owe their subsistence to their command? Nay, is there one, who at this day would accept of double the pay, on the possible condition of being banished to the barbarous out-ports of Ireland? And if not, where, I ask, is the fairness—the honesty of such an allusion? But, indeed, Mr. Editor, on looking over the whole of what has been *asserted*, I think I may fairly take upon me to say, that never before did any one man, in so small a space venture to crowd together so many misrepresentations or falsehoods—there is not, that I know of, one *assertion* that will stand the test of rigid inquiry, nor one thought that entitles it to the slightest attention from the public; for as to the remark, that the Sea Fencibles might be placed under the officers of the Impress, by way of lessening the national expenditure, it springs from a sort of *canting* economy, that every *would-be* reformer proposes. To be sure, Mr. Editor, this sort of *double duty* is a vastly ingenious mode of economizing and lessening the national expenditure, and if we could but carry it a little farther, the savings made might be truly surprising; for instance, one bishop might possibly serve for half a dozen dioceses; three or four judges might do the business of all the others; one head may perhaps be thought enough for one cabinet, and consequently an enormous expense might be saved to the public in state offices. But these would be trifles to what might still be done; one colonel might, for what I know, serve for one or two hundred regiments; majors might be thought altogether unnecessary; and perhaps the impress service itself might be carried on by lieutenants. All these reforms would be wonderful savings indeed, and the business of the nation no doubt would be quite as well managed! What, then, Mr. Editor, do I deserve for my economical project, if Mr. A. can any how conceive himself entitled to the gratitude of the nation? But in fact that writer's pretensions to credit are not quite so evident, for it seems that the great test of merit with him and T. D. lies in manufacturing superior plans of economy, and if so, how wretchedly low must he lie in the scale, who, after all his calculations and re-calculations, after all his *double duties*, his scheming and contriving, cannot even promise to keep afoot a corps of five-and-twenty thousand men, for the same money as is now paid by those *spendthrift blockheads*, his Majesty's ministers, for be it remembered, that this economical writer would undertake, by means of certain retrenchments and *double duties*, to reduce the costs of the Sea Fencible establishment to the inconsiderable sum of 100,000*l.* per annum, and I hereby pledge myself to prove, that it does not at present cost the public *near* that money.

TRIDENT.

MR. EDITOR;

November, 1809.

ENCLOSED you will receive a copy of a letter that was sent to the First Lord of the Admiralty in May last, with a view of obtaining for those deserving characters (Navy officers) those badges of honour they are so deservedly entitled to; but which, it would appear, are still intended to be withheld. Indeed, not much is to be expected, while an army officer presides over the naval interests. Had one of our veteran admirals been appointed as commander-in-chief of the army (which might have been done with as much propriety) he, I have no doubt, would have done more honour to their interests.

Your inserting the enclosed letter in your next number, will extremely oblige a constant reader, and well wisher to your NAVAL CHRONICLE, and a most sincere

FRIEND TO REAL MERIT.

(A COPY.)

“ MY LORD,

“ *London, May 1809.*

“ A short time before his Royal Highness the Duke of York resigned the office of commander-in-chief of the army, a regulation took place, which had for its object to give more consequence and respectability to the officers in the army, by every mark of distinction in their dress that can be contrived. This will of course afford the officers who are entitled thereto much satisfaction, and ensure them more general respect. Prior to this regulation, field officers (with the exception of officers in the grenadiers, &c.) were alone entitled to wear two epaulets, but now field officers by *brevet* are entitled to wear two. Brigade majors, adjutants, &c. have also their additions, all evidently for the purpose of making them appear of more consequence. All these regulations which have for their object the improvement in appearance, or condition, of those gallant men, who devote their lives and fortunes, &c. to the service of their country, must certainly excite the admiration of every liberal mind; but while we admire, and applaud, those regulations, which are made for the increase of the respectability of the officers in the *Army*, we cannot help regretting that some attention is not paid to the appearance of the officers of the *Navy*, who, it must be allowed, are, upon every consideration, entitled to an *equal* share of *respect*. Those heroes, who never unsheath their swords in vain, give every day fresh proofs to the astonished world of their zeal and gallantry, in fighting their country's battles. Why should the *appearance* of such *men* not accord with their *rank*, as well as that of their brethren in the army. Nothing that can be done by your lordship would gratify the naval officers more, than to make their appearance equal to their *rank*; as at present it bears no comparison to that high character which they have so often fought and bled to attain.

“ If I am rightly informed, it was Lord Hugh Seymour who first introduced epaulets into the naval service: it is much to be regretted that his

lordship should so far have forgotten the respect which was due to *post captains* under three years, as well as to the *commanders*, both of whom rank with *field officers*. Why should they not have two *epaulets*? The commander has particular reason to complain, having his epaulet on the left shoulder, which has more the appearance of a mark of disgrace, than a rank of honour. His lordship was, until the foregoing regulations took place, universally respected; but by making those mean distinctions, he was as generally execrated; as, by so doing, he certainly lost sight of what was due to so honourable a body of men. A post captain under three years, who ranks with a lieutenant-colonel in the army, can wear only one epaulet. A commander, who ranks with a major, also wears one; but, what is very extraordinary, that is upon the *left shoulder*, which has a most *degrading appearance*, and is sensibly felt as such by every officer of that rank in the service, as well as by all those who aspire to it; it being well known that there exists no such mean distinction in any service in Europe.

I indeed have been an eye witness, in foreign countries, in what disrespect a British commander is held, with his epaulet upon his left shoulder. Soldiers on duty, when a commander passes, pay no respect whatever to him as an officer. On the other hand, when a subaltern in the army passes, he never fails to receive all the homage due to his rank, though in fact he ranks only with a *midshipman*. Naval lieutenants, who rank with captains in the army, have nothing in their appearance at all calculated to convey an idea of their rank. It must be obvious, that they have an equal claim to an epaulet with the captain in the army. The subalterns at present, from their very superior appearance, are too much in the habit of considering those gallant heroes as inferior to themselves; as their dress is greatly calculated to convey such an idea. I trust there is no man in this highly favoured nation (which owes its chief security to the valour of those naval heroes) who would withhold any distinction which ~~is~~ due to them; and it cannot be doubted, but they are justly entitled to every mark of distinction which officers of the same rank in the army enjoy.

"I exhort you, my Lord, to give the claims of those much neglected heroes a serious consideration; and though you may deem it inexpedient, at this time, to listen to their claims for an advance of pay, let their appearance be such as to give them that consequence to which their heroic deeds in arms so justly entitle them. By this means, my Lord, you will conciliate (without any additional expense to your country) the most valiant of her sons. England's much boasted constitution, with every other advantage for which we are so much envied, would, I fear, soon vanish before the scourge of mankind, were it not for those gallant heroes, whose cause I am now pleading, and who, notwithstanding their just claims have been viewed with indifference, still continue to persevere in that glorious career which has been the admiration of all mankind, and the only effectual barrier to the universal sway of the most detestable of all tyrants. I trust that the foregoing hints will induce your Lordship to cause the uniforms of all ~~commissioned~~ officers in the navy to be made in every point as respectable



as those of the same rank in the army. Distinction in rank may be easily made, by introducing into the collar of the post captain's coat an embroidered anchor, which would be sufficient to distinguish his rank from that of a commander, as two epaulets are indispensable to both ranks, being equal to field officers. All lieutenants should certainly have an epaulet on the right shoulder.

"Trusting that your Lordship will condescend to give the foregoing an attentive consideration, I am, my Lord, with the most profound respect and consideration,

"A SINCERE FRIEND TO REAL MERIT."

*To the Right Hon. Lord Mulgrave,  
First Lord of the Admiralty, &c.*

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## NAVAL WARFARE.

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**I**N deference to the opinion of a correspondent who has pointed out the following passage of an eminent periodical writer, as conveying advice entitled to the attention of those to whose use our pages are principally dedicated, we readily allow the **NAVAL CHRONICLE** to serve as repeating frigate.

"After what has passed in the Southern Peninsula; after so many proofs of the folly of attempting to resist Buonaparté, unless the people of Spain be made parties deeply interested in such resistance, let us hope, that measures will be taken to make them parties in the contest. Without this, I am persuaded, that nothing at all is to be done; and that the struggle had better be given up at once. At any rate, we should not attempt to have an army in the heart of Spain. Flying squadrons round the coast, with detachments of foot-soldiers and artillery on board, alighting here and there as occasion might offer, and not sparing the coast of France at the same time: these are what the Spaniards want to assist them; such is the assistance, they have always wanted, and such is the assistance that the most sensible part of their leaders have asked for. It is by no means necessary, that the commanders of these squadrons and detachments should be members of the Society for the Suppression of Vice; that they should have so much conjugal affection as to induce them to take their wives to sea, and, perchance, retain their squadrons in port for some weeks in order to ensure the attendance of an able *accoucheur*; that they should be so pious as to spend in prayer the time that might be devoted to watchings of a far different sort; that they should be full of that kind of religious deference and humility which induces men to leave the enemy wholly to the chastisement of Divine Providence in cases where one's bacon would be in danger. No: I beg leave to repeat, that it is by no means necessary, that

the commanders of such squadrons and detachments should belong to this tribe of warriors. I do not give this as *my opinion*: I have heard Spaniards say so. I have heard Spaniards distinctly aver, that they have no notion that a fortress, in the hands of the French, can be taken from them merely by a prayer, however long, or however sanctified by an utterance through the nasal organs; and that, though very partial to saints themselves, they would much rather see a protestant commander discover temerity in attacking one ship or battery, than in kissing all the four Evangelists. — To about half a dozen squadrons, such as I have here been speaking of, we should add an abundance of *arms* and *ammunition* and some officers of artillery and engineers, of *tried* merit. To these, perhaps, two or three hundred good *non-commissioned officers* who have seen *service abroad*, might be added. But, no English army *in the country*, who we may be assured, will, and must, *eat up the country*, as far as they go, and will, of course, always leave discontent and resentment behind them. — The newspapers have, for some time past, represented the Spaniards as being in great distress for the *want of arms*, and this is the more surprising, as we have heard such pompous accounts of the shipments, *on the part of our government*, of arms for Spain. But to be very plain upon this point, I *know*, as well, perhaps, as any man can know any thing, without being an eye-witness of it, that the Spaniards are in the greatest distress for the want of arms, particularly *muskets*.

## HYDROGRAPHY.

*Trinity-House, London, River Thames, December 26, 1809.*

A BRIG having been lately sunk in Sea Reach, in the fair way of vessels sailing through that Channel, notice is hereby given, that a RED BUOY is laid about 60 feet to the Westward of the said Wreck, in 19 feet at Low Water Spring Tides, with the following Marks and Bearings, viz.

Leigh Church, bearing N. by E.  $\frac{1}{2}$  E.

The Easternmost House on Canvey Island, bearing N.W. by N. and Petsey Church, about a Ship's Length open to the Northward of it.

The Nore Light, bearing S.E.  $\frac{1}{2}$  E.

The least water found over any part of the wreck was 10 feet at low water.

*Trinity-House, London, January 12, 1810.*

This Corporation having, in compliance with the request of the Merchants, Owners, and Masters of Ships, concerned in the Northern Navigation, caused the Lights at the *Fern Islands* to be altered and improved: — Notice is hereby given, That from and after the 20th instant, the said Lights will be exhibited with an additional number of Lamps and Reflectors, producing lights of increased brilliancy, which will be visible to a considerable distance, for the benefit of navigation. It is intended to erect a small third light, to serve as a leading mark to guide ships between the two Shoals, called the Goldstone and the Plough, of which, when completed, due notice will be given.

## ORIENTAL SEAS.

*Extract of a Letter from the Commanding Officer at the Moluccas, to the Governor-General in Council, dated Aug. 19, 1802.*

"The ship Bangalore, Capt. Lynch, was wrecked last May, on an unknown shoal, in lat 7 deg. 33 min. S. long. 120 deg. 45 min. E. about 11 or 12 leagues to the Northward of the island of Maageray. This shoal was laid down in old Dutch charts, but has been left out for some years past.

"His Majesty's armed Brigs Amboyna and Mongoose arrived here on 12th Nov. from China; they experienced very boisterous weather, which obliged them to cross over from the coast of Cochin China, to the Straits of Balizer, and the Solo Sea. They discovered a small island, and shoal of rocks and sand not laid down in any of our charts.

"Observations of the Amboyna, lat. 7 deg. 52 min. N. long. 113 deg. 7 min. E. Observations of the Mongoose, lat. 7 deg. 51 min. N. long. 113 deg. 5 min. E."

*Calcutta, November 12, 1802.*

Account of a ledge of rocks, discovered by his Majesty's ship Arrogant, the Dover Castle, Asia, and Admiral Rainier, in company, 23d Jan. 1802:—"Four hours 30 min P.M. saw the appearance of breakers, bearing N.N.W. distant about half a mile; brought to, and sent a boat to examine them, which returned at half-past six. Having found a ledge of coral rocks, with only six feet water on them, extending a quarter of a mile N. E. and S.W. the soundings round them two and half, five, eight, and twelve fathoms, at a cable's length, and twenty-five at about a quarter of a mile distant, latitude 5 deg. 12 min. S. longitude 113 deg. E. per Chronometer. The above situations may be depended on, as the time-keepers of all the ships agreed, and the Island of Lubeck was seen at noon from the Asia's masthead, bearing S.S.W.; and we made the island of Salumbo next morning, our run to which agreed very well with the above longitude. The reef is not laid down in any chart, and being in the track of ships going through the Java seas, makes it very dangerous."

A shoal has been found in latitude 21 deg. 3 min. S. longitude 161 deg. 30 min E.

Two islands, low and woody, about 3. miles in circuit have been seen in lat. 6 deg. 30 min. N. long. 143 deg. E.

A shoal has also been detected in lat. 3 deg. N. long. 131 deg. 14 min. E. trending about N.N.E. and S.S.W. in length about 23 miles, and in breadth not much more than half a cable's length. A number of rocks above water with a dry sand bank were visible in the middle of this danger. The position was astronomically determined at the North end. F. R. S.

## PLATE CCCII.

**I**N our Twenty-first Volume, page 476, will be found a Map of Cadiz Harbour, accompanied by an historical and descriptive account of the city.—The annexed View of Cadiz, from the southward, by Mr. Pocock, forms a proper companion for that map.

## NAVAL LITERATURE.

*The Present State of Turkey ; or a Description of the Political, Civil, and Religious, Constitution, Government, and Laws of the Ottoman Empire ; the Finances, Military and Naval Establishments ; the State of Learning, and of the Liberal and Mechanical Arts ; the Manners and Domestic Economy of the Turks and other Subjects of the Grand Signor, &c. &c. Together with the Geographical, Political, and Civil, State of the Principalities of Moldavia and Wallachia. From Observations made, during a Residence of fifteen Years in Constantinople and the Turkish Provinces. By THOMAS THORNTON, Esq. 1809.*

THE instinctive dread by which we are assailed at the sight of an *advertising* title page, has in some degree, we are glad to say, yielded to better acquaintance with the contents of this Turkish common-place book, particularly acceptable under the combined operation of embargo and blockade upon our relations with that portion of mankind whose intercourse is most desirable. And we freely acknowledge our obligations to the author, for his industry in collecting, arranging, and condensing all or most of the knowledge upon record concerning the actual state of an empire which soon, perhaps before even the rapid performance of the periodical press can present these lines to the public eye, may be blotted from the map, and exist in history alone. We have received this contribution to our general stock of knowledge by a respectable English merchant, with the greater satisfaction, as a demonstration that the worship of Mammon is not necessarily intolerant of that of the Muses. Common justice requires us to extend this remark to a contemporaneous work on another Mohammedan \* empire in the west, as additional proof how safely the pursuits of literature may be associated with those of gain. Heaven knows as to the latter there are living witnesses, suffice it to name that universal *stranger* Sir John Carr, whose success forbids any man capable of writing any thing commonly saleable to despair of reward from those right and true Mæcenases the booksellers. On the other hand we will venture to say, for the justice and charity of what is technically styled the critical world, that a writer, no matter of what literary scantling, who is practically conversant with his subject, under the guidance of truth, does not oppose his *own* to common sense, and is

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\* An account of the Empire of Morocco by James Gray Jackson.



decently mindful of the grammar of his native language, needs not fear propitiating those bugbears to dunces, pedants and coxcombs, the reviewers; yea, even them of Edinburgh. Doubtless other of our foreign factories, as well as Constantinople and Mogador, may count amongst their members some individuals as capable of giving us correct notions of the countries where they reside as the two successful examples alluded to; and we have been led to make some of the foregoing remarks in hopes to stimulate them to a similar employment of their leisure and talents.

The author's motives and qualifications for his undertaking are best accounted for by himself in the following extract from the preface:—

“The great number of books which have already been written on the government and institutions of the Turkish empire, seems to render superfluous any further attempt to elucidate the subject. The accounts of different authors are, however, so various and discordant, that it appears no less difficult to reconcile, than impossible to credit, their relations.

“Some travellers have avowedly neglected any research into the peculiar customs, manners, and opinions of the Turks, while others, less ingenuous, have observed them superficially and even falsely, have guessed at what they have not understood, and have described rather what they have imagined than what they have beheld.

“The European provinces of Turkey, interesting as they are from their past celebrity and their actual importance, are, however, scarcely better known, except in the mere geographical outline, than the forests of America or the deserts of Africa. The foreign traveller, unfamiliarized with the manners, and unacquainted with the language, of the people whom he studies, can have only a distant view, or a transient glance, even of the most prominent features of his subject; his descriptions are necessarily hasty and imperfect, and, when compared with the original model, resemble rather the dreams of a diseased brain than the ideas treasured up in the memory from intelligent and minute investigation.

“He who tells nothing exceeding the bounds of probability, has a right to demand, that they should believe him who cannot contradict him.” But while the traveller is allowed the exercise of so extensive a privilege, he becomes responsible, in an equal degree, for any abuse of the authority with which he is invested. As I claim for my labours, in common with my predecessors in this career, the same indulgence, I have consequently hazarded assertions which can derive support only from a reliance on the veracity of the author. The remoteness of my subject from general observation, leaves, however, the right of censure or contradiction in so few hands, that the reader is justified in withholding his assent, until I adduce proof, that the means which I have possessed, and the circumstances in which I have been placed, have qualified me for the task which I have undertaken.

" A residence of fourteen years in the British factory at Constantinople; and about fifteen months at Odessa on the coast of the Black Sea; occasional excursions to the provinces of Asia Minor and the islands of the archipelago; a familiar intimacy with the most respectable of the foreign ministers and their interpreters; a long and not unemployed leisure; and a knowledge of the languages of the country sufficient for the purposes of ordinary communication; must have furnished opportunities for original observation, and have enabled me to discriminate, with greater accuracy than the inexperienced reader, between the imaginary and the real in the relations of former writers.

" For the general confirmation of these facts I may refer to gentlemen of rank and respectability, not only in this country, but on the Continent, and may presume with confidence, that his Majesty's ambassadors at the Porte, as well as the representatives of the Continental powers, who honoured me with their friendship in Turkey, will justify my appeal to their testimony.

" The state of society in the capital of the Turkish empire is such, that a mere personal acquaintance is the necessary effect of the relative position of all classes of Europeans. But I may boast of having obtained, and preserved uninterruptedly, the friendship of his Excellency Mr. Liston, of Sir Sidney Smith, and his brother and colleague in the embassy, Mr. Spencer Smith. [Here follow the names of several foreign diplomatic characters.] I have had the satisfaction of being personally acquainted with the most distinguished of the modern travellers in Turkey, and have been gratified by having it in my power to assist their inquiries, and to point out to their observation objects connected with their different pursuits. Some gentlemen have done me the honour to acknowledge, that they derived advantage from my communications: and I hope it will not be imputed to vanity, that I record with a melancholy satisfaction the last grateful expressions of a scholar whose heart glowed with every virtue, and whose mind was both enriched by literature and enlarged by philosophy.

" The name of Tweddell is dear to many who knew his worth: he distinguished himself at the university of Cambridge by the elegance of his genius: he had visited the northern courts, and had travelled over some of the most interesting countries of Europe: if he had lived to complete his tour, his name would have descended with honour to posterity: and although the materials which he left were dispersed and unconnected, those which remained were still sufficient, if collected and arranged by the hand of friendship, to form a monument which might rescue his memory from unmerited oblivion. He died at Athens, and was buried in the temple of Theseus. Three days before his death he wrote me the following letter, which I value from my respect for its amiable author, and preserve the more carefully as it is the last which he ever wrote.

" 14th July, 1799. " I write to you, my dear Sir, on board of a ship in the harbour of Piræus, which in half an hour hence will transport Mr. Neave to Smyrna, from whence he will proceed to Constantinople. I am desirous that he should not set sail without taking charge of half a dozen

"lines for you, because I recollect with continued satisfaction the resources which I derived from your society during my residence at Pera, and promise myself at the same time, that you will thank me for having procured you the acquaintance of this gentleman. I do not add a syllable upon any other subject. There is so much noise, 'above, around, and underneath,' that I do not know whether the few words which I have written will be intelligible to you. I hope at least you will understand, even though you should not be able to read it, that my best wishes attend you and Mrs. Thornton, and that I am, my dear Sir, ever very truly yours,

'J. TWEDDELL.'

Disposed as we feel to give the author credit for that degree of competency to his task he has assumed in the foregoing passage, we cannot, in reviewing a "second edition, with corrections," &c. avoid noticing error and imperfection at the very outset. Amongst the persons of rank and respectability to whose testimony he appeals for a general confirmation of his veracity, he names a naval officer of distinction, and a relation of the latter in the diplomatic line: but then describes the public situation of those very persons in a way so far from exact, as is not very pardonable in the avowed censor of all his predecessors, and hardly conceivable from a personal acquaintance, or even from an inhabitant, of the same residence. Sir S. Smith never was ambassador, consequently Mr. S. could not be *his colleague in the embassy*. At the time our *Supreme Junta* (for we can match the Castilians in that particular) determined in its wisdom to interfere with the military arrangements of our Othman allies at El-Aarish, in Egypt [1800], so much party ingenuity was employed on both sides to *overlay* the truth, as is too often and fatally the case in the public inquiries instituted in this country, that we were led to take some pains to investigate at least one of the points upon which that discussion was, although in our humble opinion very improperly, made to hinge; that is to say, whether the officer in question was or was not invested with that character which Mr. T. a sort of eye witness, has now again conferred upon him. The following is our view of the case.

Sir Sidney Smith (captain of H. M. S. *Le Tigre*) was selected as senior officer for the Levant station, on the ground of local experience and justly supposed influence at the Othman court, where his brother at the same time resided as minister plenipotentiary, and had just brought to maturity a negotiation for an alliance. On this occasion it was thought the then *captain's* ascen-

dency as an auxiliary commander might be increased by the addition of a shade of diplomatic to his naval rank, (an idea in some degree corresponding to the army practice of local precedence in such and such dominions only for particular services.) His name was accordingly inserted in the full powers sent to our negotiator; and happening to have a prosperous passage out, he was able to reach Constantinople just in time to add his signature as *joint-plenipotentiary* to the treaty of defensive alliance on the 5th of January, 1799. This was the *Alpha and Omega* of Sir S. Smith's ministerial functions at the seat of government, although he thereby became, according to diplomatic courtesy, entitled to the honours of that character on all occasions of etiquette throughout the Turkish territories during his subsequent sojourn. The conferences held at El-Aarish furnished occasions of this sort: but for taking a share in the arrangements between the Ottoman *Ser-Asker* and the enemy's general, we cannot conceive that the English commodore stood in need of any other authority than that attached to his command of an allied force acting in concert. Here we may be allowed to add, that Sir S. S. not only exercised a sound discretion, but with a statesman-like sagacity, equalled only by that true military glance which fixed on *Acre* as the real point to thwart Buonaparte's plan of campaign in Palestine, he dexterously improved the advantages of his footing with both the parties. The Othmans always recollecting he had been acknowledged by their Sultan and his ministers as a plenipotentiary, while the French manifested the greatest respect for his military prowess, and no less confidence in his chivalrous honour. We think he dextrously made himself master of the negotiation by performing the part of mediator instead of becoming a party, and fully redeemed the pledge given by his country in the treaty he himself had signed: the *casus-fœderis* of which was the integrity of the Othman empire—a truth discerned too late by caballing ministers and jealous admirals! All that we had heard of the general manliness of Mr. Thornton's character, and of the independence of his principles, made us feel surprised when we found that a political failure of such critical importance, and so pregnant with consequences\* to

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\* Amongst the proximate effects we have to deplore the necessity entailed upon this country of reconquering a ceded province, at an expense of which few general readers have an idea. In the report on the public income for the year ending 5th of January, 1809, ordered by the H. of C. to be printed 24th March last, one item is a contingent account for the



both countries, was not scrutinized even with somewhat of the severity of an historian, by a writer so qualified as this author; to whom we are far from meaning to refuse the merit of combining a mass of corrections, which add much to the value of authorities already in our possession: but this is one of the grounds of a general complaint we cannot entirely stifle, that there is hardly such a thing as getting at a fixed opinion, or making out a clear point from the *tesselated* pages of the present state of Turkey. To the eulogium on the late Mr. Tweddell we do not object, except indeed as a sample of *fine* writing: but here we must also remark, that after informing us so minutely where that traveller's mortal remains are laid, we felt some disappointment at the author's stopping short, without a syllable more to revive our hopes or confirm our fears as to the fate of his friend's literary relics, than merely taking leave of them by saying they were *dispersed*. Can Mr. Thornton be entirely unacquainted with the following incidents? That Mr. Tweddell's baggage, after salvage from shipwreck on the voyage from Athens, was conveyed to Constantinople on or about the same day that the Phaëton frigate arrived with the Earl of Elgin.\* That those effects were immediately in his Excellency's name (as executor and administrator-general we presume) stopped *in transitu* to the consignee, and placed in other custody. That a considerable delay thereby ensued in opening the packages, wetted by salt water; one notorious consequence of which was, increased deterioration of the contents. That, nevertheless, they turned out to be in a recoverable state—that certain persons attached to the ambassador's retinue, and more particularly two of the clerical order, were employed to make copies of the journals and sketches, which so far is matter of good tidings to lovers of learning and of

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diplomatic cheese-parings and candle-ends of the Egyptian expedition, between the 9th of January, 1800, and the 27th of July, 1805, whereof the charge is 359,253l. 0s. 2d. and the discharge 348,220l. 11s. 2d. leaving, according to the accountant's (Lord Elgin) own statement, a balance due to the crown of 11,032l. 9s. This account is therein stated to have been delivered to the auditors on the 27th of November, 1807; but had not been proceeded upon at the date of publication.

\* This nobleman was sent with the splendid character of ambassador extraordinary, to exchange the ratifications of the treaty we have already alluded to, and at the same time to supersede the minister by whom it had been negotiated; who was not it seems considered in Downing-street of sufficient consequence (we suppose in a *parliamentary* sense) to solemnize the completion of his own work.

the arts ; and we can hardly bring ourselves to believe could be either unknown or matter of indifference to Mr. Tweddell's correspondent and panegyrist, then, if we mistake not, upon the spot. Our solicitude, after this, is awakened by the rumour that notwithstanding these materials, which we agree with Mr. Thornton constituted one of the most classical portfolios formed by any modern traveller, perhaps since the days of Pococke, were so far safe, as we have stated, in 1890, they have not, or at least had not at no very distant period, found their way to the family of the deceased in the north of England, and remain to be accounted for, as we had some hopes Mr. Thornton might have attempted to do.

The preface is followed by ten chapters and an appendix, whereby the subject is divided into the following heads, viz. Synopsis of Othman history from the infancy of the Turkish monarchy in Asia to the reign of the late Sultan, Selim III.—General view of the manners, arts, and government—Constitution of the Othman empire—Administration of civil and criminal law—Military and naval force—Finances of the empire, and the sultan's revenues—Progress and decline of the Othman power—Religion, morals, and customs—Women and domestic economy—Moldavia and Wallakia—Physical and topographical memoranda. Ancient and modern—These are all illustrated by a plan of Constantinople, and by a map of Turkey, neatly executed.

The first interesting passage that we have found of naval import is the following descriptive sketch of the battle of Lepanto ; which we select as offering no unfavourable specimen of the author's style of treating such subjects.

“ The Venetian navy being singly unequal to a contest with that of the Turks, had afforded no effectual relief to the besieged islanders, but idly attempted a diversion in their favour by ravaging the Turkish cities on the coast of Dalmatia. After the reduction of Cyprus, the Ottoman fleet scoured the gulf of Venice, blocked up the ports, and threw the city itself into the utmost consternation. In the mean time, a league for common defence against the Turks was concluded, chiefly by the address and exhortations of Pius the Fifth, between the Venetian republic, the king of Spain, and the Pope : but the jealousy of Philip and the diffidence of the Venetians retarded the preparations, and weakened the exertions, of the confederates. The union of their navies was effected with difficulty, and the disputes and dissensions of the commanders consumed an important season, which ought to have been employed in deliberations for the accomplishment of a common object. The allies were unwilling to hazard an engagement where the consequences of a defeat would have been irreparably injurious. The Ottomans, on the other hand, though their fleet was

stronger than the united squadrons of the Christians, were induced by the appearance of so formidable an armament to change their plan of operations, and to act on the defensive. The meeting of the hostile fleets, and the battle of Lepanto which ensued, were occasioned rather by inaccurate observation, and an erroneous estimate of each other's strength, than by a design on either part to contend with the whole force of the enemy. The allies gained a decisive victory. They captured, burned, or sunk two hundred vessels; and the wreck of the Turkish fleet, which fled to the ports of the Morea, spread dejection and alarm throughout the capital and the empire.

"The states of Christendom indulged in universal festivity on the occasion of this first signal defeat which their common enemy had sustained. But the allies do not appear distinctly to have perceived the efficient cause of their success, nor to have derived from it such confidence in their superiority as the greatness of the event ought naturally to have produced. In seamanship they were superior to their adversaries; but this advantage was less important than it would be in the present state of maritime warfare. A sea-fight in those days was more a trial of strength than of skill. A land army was always embarked on board the fleet, and the service of mariners was accounted of little value in comparison with that of soldiers. Vessels of war were managed chiefly by oars, and galleys were preferred to larger ships, on account of their lightness and activity. A beak of metal was fixed on their prows for the purpose of *stemming* the enemy's ships, against the sides of which they were forcibly impelled, so as to disable or overset them. Grappling and boarding immediately succeeded the attempt to sink or destroy. The soldiers fought hand to hand with sword and pike, or annoyed the enemy from a short distance with muskets, bows, and slings. The use of fire-arms had not entirely superseded that of ancient weapons, nor induced such improvements in the construction of ships and the ordering of a fleet, as to constitute any essential variation from the practice of antiquity. The squadrons were arranged in order of battle in the form of a half-moon, or in lines parallel to each other. It was considered an essential advantage to have the sun in the rear, and to get to windward of the enemy. Before the engagement began, the admiral of each division went in his barge from ship to ship, and exhorted the captains and the soldiery to exert themselves with valour. The commander-in-chief hoisted the signal for action, and directed the continuance of the battle, as well as the pursuit or the retreat, by different movements of his standard, or by martial music. It was, however, left in a great degree to the discretion or the choice of each captain, to single out from the enemy's line the ship with which he judged himself best able to contend.

"The Turkish force in the battle of Lepanto consisted wholly of galleys, while the Christians had cautiously strengthened their armament by six *galasses* of larger dimension and more solid construction, the use of which in war was hitherto unknown to their enemies. These vessels were furnished with heavy ordnance and fortified like castles, but as they were too unwieldy to perform the necessary evolutions, they were anchored in the

front of each division of the fleet, at the distance of about a mile, and so disposed as to cover the whole line of their own squadrons. They kept up a heavy and destructive fire on the Turkish fleet, as it passed them in order of battle, and by throwing it into confusion before the commencement of the general engagement, contributed essentially to the victory."

(To be concluded in our next.)

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*Observations on Matters of Prize, and the Practice of the Admiralty Prize Courts, in Defence of the Rights and Interests of his Majesty's Navy, by JOHN FREDERICK POTT, Proctor, Doctors' Commons. Published by Cadell and Davies, Strand.*

**W**HATEVER concerns the navy of Great Britain is interesting to the public; we were induced to notice this important work merely by its title, and we have no reason to lament the time bestowed on its perusal. We may view without alarm the misfortunes of our armies, while our superiority on the ocean bids defiance to the utmost power of the enemy; it therefore becomes the duty of every Englishman to protect those from whom we derive our security and independence.

We have long desired to penetrate into the recesses of Doctors' Commons, and our wishes have been gratified by Mr. Pott. Much as we have heard and read of the proceedings in the Admiralty Court, we confess we were nearly in the dark; but "*The Observations on Matters of Prize*" have elicited a powerful light, which cannot fail to attract the attention of the legislature of the United Kingdoms.

This work should be read by every officer and seaman in the navy; it defines with simplicity and perspicuity their interests in captured vessels, and explains the mode of adjudication in the Admiralty Court; but we would willingly believe the author's assertions incorrect, relative to many transactions: he, however, writes boldly, and with a confidence which is only to be inspired by truth. Our limits will not allow us to follow him in his able arguments, and we must content ourselves with a short extract.

After stating that the officers and seamen of the navy must, at their own risk, capture vessels supposed to belong to an enemy, and at their own expense institute a suit in the Admiralty Court to obtain condemnation, which is made specifically to the crown, and the rights of the captor recognized but collaterally, the author tells us that the King's proctor is the only legal officer allowed by the court to solicit condemnation on behalf of the crews of his Majesty's ships, whose claims are frequently adverse to the pecuniary interests of the crown; the success of a suit may be readily inferred, for (to use the author's words) "it cannot be supposed that the King's proctor would be guilty of so gross a dereliction of duty, as to advance the interests of the captors to the prejudice of the crown, though he ostensibly takes upon himself the responsibility of defending the navy and supporting the crown, when their interests are in direct opposition to



each other;" he then mentions several cases, which give a tolerably clear idea of the way in which the duty of the King's proctor is performed: we have selected one or two instances.

"The ship *la Marie Françoise*, G. Le Bourk, master, laden with a cargo on account of the French government, bound from Brest to Pondicherry, was captured by his Majesty's ship *Sheerness*, near the road of Negapatam, in the East Indies; the necessary documents in November, 1804, having been transmitted to England to procure condemnation, the cause was heard in the Admiralty Prize Court on the 19th of December following, on which day the ship and cargo were pronounced by the judge to belong to the enemies of Great Britain, as such liable to confiscation, and the court thereupon condemned the same as good and lawful prize.

"This sentence of condemnation was entered in the court books, and against it was afterwards written, by the King's proctor's clerk, the word 'Void:' a curious memorandum is also made on the decree in these words, 'No copy of the above to be made.'

"It does not appear that any order was previously given by the court for the revocation of the sentence, and it will be remembered, that the decree was but apparently cancelled by the King's proctor's clerk, whose master was professionally employed by the captors to solicit the judgment in their favour, which was thus rescinded; and Messrs. Langon and Birt, as agents for the crew of the *Sheerness*, afterwards employed another proctor, endeavouring in vain to establish the sentence, the judge refusing to listen to any application, but through the medium of the King's proctor."

To publish to the navy the practice of the court in this particular, seems to be the author's object, but we confess ourselves at a loss to discover, by what authority a proctor's clerk can annihilate the decree of a Court of Record, and it might be deemed imprudent were we to offer our opinion on the subject; but we may be allowed to hope a satisfactory explanation will be required in a proper place. Mr. Pott has at some length stated the facts of this case.

"In another instance, certain ships sailing under the Prussian or Danish flag were captured, and condemnation solicited on behalf of the captors by the King's proctor, under the opinion of the King's advocate, that they were enemies property, though claimed as neutral. Pending the litigation, the alleged Prussians or Danes became enemies, and their opposition to the suit in the Admiralty Court ceased: when the King's proctor abandoned his clients, exhibited on behalf of the crown, for which he actually obtained condemnation, and the captors were not entitled to one shilling."

Among others which have attracted our attention, not the least remarkable are the hints of the author, about an agreement stated to have been made between *some person* and a man of the name of William Moir, and it was for *some reason* stipulated, that Moir should be paid thirty per cent. on the value of several cargoes, in the event of their condemnation to the captors. It is reported by Mr. Pott, that the crew of the ship which effected the capture were not consulted on the occasion, though upwards of twenty-five

thousand pounds have been paid to Moir in virtue of this contract, which must consequently cause a reduction to that amount in the prize-money belonging to the captors.

On reading Mr. Pott's statement of the profits of various offices in Doctors' Commons, we remember with sorrow that the principal source from which they are derived is the navy of England; and, should their annual value be reported inaccurately, we fear the author is not far wide of the reality. When we reflect that the income of the King's advocate is 25,000 or 35,000*l.* per annum. and of the King's proctor a much larger sum, we cannot dismiss from our memory the hard-fought battles which have established our naval pre-eminence, and the dangers which environ the instruments of our aggrandizement, who should be the objects of reward, not the destined prey of the rapacious.

While speaking of the King's proctor, the author prefers two or three heavy charges against him: the alteration of the King's warrant, after it had received the sign manuel, as stated in page 56 of the Observations, will never be suffered to pass in silence, nor, we trust, will the mode in which reports are made upon memorials escape observation.

The manner in which the business of the King's proctor is transacted, and the particular attention which is paid to each cause, may be imagined, when it is considered that in one court, in less than four years, 2,551 vessels had been under litigation, besides the settlements of St. Lucia, Tobago, Barbice, Demerara, Monte Video, the Cape of Good Hope, and their several dependencies, exclusive of appeal causes, and a variety of other matters. We believe it will be admitted, that the intellects of one man is incapable of attending to these numerous law suits, as complicated in their progression, as they are uncertain in the result. This profusion of business in one office is stated by the author "to be productive of unavoidable delay, prejudicial to the officers and seamen of the navy, and hazardous to their persons and property."

Upon the whole, to use a fashionable phrase, "infamy must attach somewhere:" should not the author be able to substantiate his allegations, no punishment can be considered too severe; on the contrary, should he (and he professes to be able and willing) verify his statement when an investigation takes place, he merits the applause of the nation in general, and of the navy in particular, for his bold and disinterested conduct.



*The Life of Admiral Lord NELSON, K.B. from his Lordship's MSS. by the Rev JAMES STANIER CLARKE, F.R.S. Librarian to the Prince, and Chaplain of his Royal Highness's Household; and JOHN M'ARTHUR, Esq. L.L.D. late Secretary to Admiral Lord Viscount Hood. Two Volumes, imperial quarto. Dedicated, by permission, to his Royal Highness the Prince.*—Cadell and Davies.

[Continued from Vol. XXII. page 495.]

**I**F we were gratified on first opening these magnificent Volumes, in order to furnish the general account of them which appeared in our last, our satisfaction has been equally great by a closer attention to their contents.

There is throughout a judicious mixture of narrative blended with a most extensive and interesting correspondence: with an occasional insertion of letters from the venerable parent of the noble admiral, and from his friends, particularly such officers as served with him, which carries the reader along through a series of extraordinary events, without experiencing any of that weariness that might be expected perusing so great an undertaking. The whole of the *Life*, we understand, was composed by Mr. Clarke; and the judicious plans of the actions of the Nile, of Copenhagen, and Aboukir, were drawn up by Mr. M<sup>r</sup>Arthur with considerable ingenuity, to illustrate the four engravings of those battles which are given from original paintings by Mr. Pocock. Mr. M<sup>r</sup>Arthur has also inserted an elevation and plan of the celebrated Martello Tower in Corsica; and throughout inspected the progress of the work with the scrutinizing eye of a professional man. These gentlemen appear in some measure to have been fixed on by the noble admiral, to undertake the respective labours in these volumes, by the following letter which he addressed to Mr. M<sup>r</sup>Arthur, on the 15th of October, 1799, from Port Mahon, (of which a fac-simile is inserted). "My dear sir, I send you a sketch of my *Life*, which I am sensible wants your pruning knife before it is fit to meet the public eye; therefore I trust you and your friend will do that, and turn it into much better language. I did not even know that such a book as yours was printed, therefore beg you will send me the two volumes,\* and consider me as a sincere friend to the undertaking: that every success may attend you, is the sincere wish of your obliged friend."

\* A work of so great an extent as the present *Life*, and which embraces such a variety of interests, is occasionally involved in all that labyrinth of politics with which even Nelson himself was bewildered, and whose pages have dared on so many occasions to represent that great naval officer as he really was, and candidly to declare the truth; must expect to be tried, not only by the fashionable severity of criticism, but also by that test of ridicule which so generally has supplied its place. Much as we admire the following sentence, (vol. 2. p. 183) we think the writer of it may expect a squall as fierce as that which Virgil describes having been raised by the disappointed passions and mortified vanity of an enraged goddess." Emma Lady Hamilton, one of the most extraordinary women of the age, amidst all her faults, was more noted for the general attention and hospitality, than for any deliberate acts of cruelty towards the Neapolitans, by whom she was in general adored. In the voluptuous court of the Sicilian monarch, her fascinating person commanded a very powerful influence; but in a situation of so much delicacy and danger, she never forgot the character that was expected from the wife of an English ambassador, nor was deficient in any of those courtesies and friendly attentions which mark a liberal and humane disposition. From the arrival of the British squadron at Naples, she had exerted herself to support that good cause for which Admiral Nelson had been detached; and having in this respect rendered some service, the natural vanity of her mind led her to imagine, and to endeavour to make

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\* The two first Volumes of the *NAVAL CHRONICLE*, of which Mr. Clarke was the Editor.

the noble admiral and others believe, that from her alone proceeded the means of performing those great events which threw such a splendour on the favourite object of her idolatry. Her leading passion was the love of celebrity; and it was this passion, added to the above delusion, which gradually brought on that fatal and highly wrought attachment which she formed for the Hero of Aboukir; for it was the Hero and not the individual which had captivated her glowing imagination. Its ardour, as it increased, overpowered the natural kindness of her disposition, and eventually involved her in an endless succession of private altercation and public disappointment."

In our subsequent consideration of these volumes we shall confine ourselves principally to the three following leading objects. To his great military actions, and principally to the victories of **ABOUKIR**, **COPENHAGEN**, and **TRAFALGAR**, reserving his extraordinary pursuit of the French to the West Indies, for our memoir of Admiral Sir R. Keats. We shall then enter on the public character of Lord Nelson as delineated in this Life; and close the whole with a view of the great and extraordinary man as he appeared in a private capacity.

The first great military event in the Life of NELSON occurred in the year 1780, when he commanded the *Hinchinbrook*, and was associated with Major John Polson, in the attack on fort San Juan, in order to obtain possession of the Spanish cities in South America, of Granada and Leon. In addition to what had been previously published respecting this expedition, by Dr. Moseley, in his *Treatise on Tropical Diseases*, we are now presented with the original plan of operations which was found in Nelson's hand-writing, (vol. 1. page 32.) and, beside other various information that had not appeared, extracts are given from a scarce tract by Dr. Dancer, who was physician to the troops that embarked; printed at Jamaica in 1781. Of the original plan of instructions which the biographer was at first inclined to assign to the governor of Jamaica, General Dalling, the following note appears in the Appendix, "to the first volume." This curious M.S. appeared from the first to have been written by Nelson; and a further acquaintance with his mode of composition, tends to confirm that opinion. It probably, therefore, was entirely his own drawing up, and not General Dalling's, as was imagined by an officer who had been attached to the expedition. If this supposition be correct, it affords an extraordinary proof of Captain Nelson's abilities at that age. This conjecture appears to be confirmed by the whole drift of the plan, and by the peculiar energy and spirit which breathe throughout the whole. The following extracts will enable the reader to judge of the promptness with which this service was executed, and of the ascendancy which, even at that time, Nelson had acquired over the minds of his followers. (vol. 1, page 35).

"On the 9th of April, (1780) this advanced party arrived at a small island in the river, called San Bartholomew, which commanded the navigation in a rapid and difficult part. This island, situated about 16 miles below the castle, was defended by a small semicircular battery, mounting nine or ten swivels; and was employed by the Spaniards as a look-out



with 12 or 13 of their soldiers stationed there. The manner in which this out-post was boarded by Captain Nelson, to use his forcible expression, has been already mentioned. With an intrepidity that was irresistible, he headed a few of his seamen, and leaped upon the beach. The place on which he had precipitated himself, was so muddy, that he found considerable difficulty in extricating himself; but he would admit of no delay, and advancing without his shoes, stormed the battery. In this gallant exploit he was bravely supported by Captain Despard. The Spaniards were panic-struck at the daring promptness of the attack, and in vain endeavoured to escape, being stopped by the Indians who had been posted higher up for that purpose." Captain Nelson during their subsequent march through the almost impassable woods, experienced the following preservation. "Being one day excessively fatigued, he had ordered his hammock, on one of their halts, to be slung under some trees. During his sleep, that extraordinary animal called the Monitor Lizard,\* from its faculty of warning persons of the approach of any venomous animal, passed across his face; which being observed by some of the attendant Indians, they shouted and awoke him. He immediately started up, and throwing off the quilt, found one of the most venomous of the innumerable serpents in that country, curled up at his feet. From this providential escape, the Indians who attended, entertained an idea that Nelson was a superior being, under an especial protection; and this idea, which his wonderful abilities and unwearied exertions tended to confirm, was of essential service in gaining their confidence, and prolonging their co-operation."

After Captain Nelson's return from the disastrous expedition, and the reestablishment of his health at Bath, by means of its baths, and the skill of Dr. Woodward, he was appointed on the 16th of August 1781, to the *Albemarle*, of 28 guns, and first visited the seas of Denmark, where he afterwards was so much distinguished." On the 29th of October, 1781, the *Albemarle*, with the *Enterprise*, 28 guns, Captain I. W. Payne, and the *Argo*, 44, Captain Bluchart, sailed from the Nore for the Baltic, and arrived at Elsinour on the 1th of November. The armed neutrality was then nearly at a close, and the usual jealousy of this country prevailed in some of the Northern courts. On coming to anchor off Elsinour, the Danish admiral merely sent a midshipman on board the *Albemarle*, desiring to be informed what ships had arrived, and to have their force written down. *The Albemarle*, exclaimed Nelson, is one of his Britannic Majesty's ships, you are at liberty, sir, to count her guns as you go down the side; and you may assure the Danish admiral, that, in answer, they sail at his call served.† The midshipman returned with his message, and Captain Nelson soon afterwards sent his boat ashore to the governor, in order to inform him, that the English squadron would salute the Castle of Cron-

\* For an account of this beautiful animal see Shaw's Zoology, vol. 3, part 1, page 214.

† From Lieutenant Bremwick, Warden of Portsmouth dock-yard.

*burg with nineteen guns, provided an equal number were returned.* On this communication being made, reciprocal civilities took place, and the neglect of the Danish commander, in not sending an officer of higher rank on board the Albemarle, was forgiven." (vol. 1, page 44).

The month of October, as Lord Nelson often observed, was certainly a most memorable one in his family. On the 22d of that month, 1793, he fought his first engagement with the enemy in the *Agamemnon*, having only 345 men at quarters. A more detailed account of this event than had hitherto appeared, is given (vol. 1, page 137) in a letter from the present Captain Hoste, to his father, who was then a midshipman on board.

After a variety of service in the Mediterranean, the *Agamemnon* and her gallant commander were employed in the sieges of Bastia and Calvi, an account of which is now first given from his own private journals and letters. Considerable light has been thus thrown on an hitherto neglected part of the naval history of 1794, and on the disunion which prevailed between the land forces under General Dundas, and the fleet under Lord Hood. The late General Sir John Moore served in this army as lieutenant-colonel. When General Dundas returned to England, the command devolved on General D'Aubant. The history of these sieges must have been a difficult and most delicate point to discuss. The following letter, from Captain Nelson to his wife, is dated May 1st and 4th, 1794.

"My dear Fanny, I need not, I am certain, say, that all my joy is placed in you, I have none separated from you, you are present to my imagination be where I will. I am convinced you feel interested in every action of my life; and my exultation in victory is two-fold, knowing that you partake of it. Only recollect that a brave man dies but once, a coward all his life long. We cannot escape death, and should it happen to me in this place, remember, it is the will of him, in whose hands are the issues of life and death. I have no fears about the final issue of the expedition. It will be victory, Bastia will be ours! and if so, it must prove an event, to which the history of England can hardly boast an equal. Time will show the enemy's force: if it is small, the Fiorenzo commanders ought to be blamed: if it is large, they are highly culpable, for allowing a handful of brave men to be on service unsupported. My only fears are, that these soldiers will advance when Bastia is about to surrender, and deprive us of part of our glory." (vol. 1. p. 164.)

The private journals of Nelson render the narration of these sieges particularly interesting, inasmuch as they describe his daily feelings and anxiety to surmount difficulties that would have overcome a common mind: "We will sag ourselves to death, said he, in writing to Lord Hood, during the siege of Bastia, before any blame shall lie at our doors; and I trust, my dear Lord, it will not be forgotten that twenty-five pieces of heavy ordnance have been dragged to the different batteries and mounted; and all, but the three at the Royal Louis battery, have been fought by seamen, except one artillery-man to point the guns, and at first an additional ganner to stop the rest; but, as I did not choose to trust a seaman's arms to any but seamen, he was withdrawn; also the mortars

have also been worked by seamen: every man landed, is actually half bare-footed." In another letter, (on the 31st of July, 1794), to Lord Hood, Captain Nelson says, "This is my ague day, and I hope so active a scene will keep off the fit. It has shaken me a good deal; but I have been used to them, and now don't mind them much." In a letter of the 2d of August, he thus concludes an account of the siege of Calvi, which he sent to His Royal Highness the Duke of Clarence. "The climate here, from July to October, is most unfavourable for military operations. It is now what we call the dog-days, here it is termed the lion sun, no person can endure it: we have upwards of 1,000 sick out of 2,000, and the others not much better than so many phantoms. We have lost many men from the season, very few from the enemy. I am here the reed amongst the oaks; all the prevailing disorders have attacked me, but I have not strength for them to fasten upon: I bow before the storm, whilst the sturdy oak is laid low. One plan I pursue, never to employ a doctor; nature does all for me, and providence protects me. Always happy, if my humble but hearty endeavours can serve my King and Country." (vol. 1, p. 187.) This intermixture of his private journal with the most interesting parts of different letters to his friends, and to Mrs. Nelson, render us acquainted with what daily passed in the mind of our lamented countryman, and prevent the reader from being wearied with the various detail of a protracted siege.

Beside the laborious duties of the Brigadier as Nelson was styled, during the sieges of Bastia and Calvi, and the extensive correspondence he preserved; his active mind was constantly on the watch respecting the future operations of the French in regard to Corsica; and accordingly on the 10th of November, he addressed a letter to Sir Gilbert Elliot, the viceroy of the island, which is thus concluded: "I have taken the liberty of mentioning these ideas respecting the importance of Ajaccio, only on the belief which I have, that your excellency will receive it as a private communication; my situation does not entitle me to give any public opinion on such a point: as a private one I send it, and shall be happy if it gives rise to a serious consideration of the importance of that place; when, I doubt not, much more proper modes of defence and security will be thought of, than I have suggested. But, however that may be, I am bold to say, none can exceed me in the earnest desire of faithfully serving my King and Country." We are informed by a note to this letter (vol. 1. page 195) that it was from Ajaccio, the birth place of Buonaparté, that himself and family were banished in 1793. "The Mayor of Ajaccio Tartaroli, who drew up their sentence in very strong terms, is now in London." In the Appendix, (page 375) "M. Tartaroli is stated to have been mayor of Ajaccio at the time that Buonaparté and his family were banished. The office of *podesta* or chief magistrate, he had some years previously filled; but when the expulsion from Corsica of the Buonaparté family, with the Abbé Fesch, took place, M. Tartaroli was president of the Supreme Tribunal of Justice in Corsica, director-general of artillery, and inspector of fortifications; and in that capacity acted as second in command, under General Paoli, and commanded the expedition against Ajaccio at the period alluded to.

The General Assembly of the States of Corsica, consisting of 1009 deputies, unanimously pronounced sentence on the 29th of May, 1793, against the two families of Buonaparté and Asena.

(*To be continued.*)

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## CHRONOLOGICAL SKETCH OF THE MOST REMARKABLE NAVAL EVENTS OF THE YEAR 1809.

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### JANUARY

5. **T**REATY of peace and amity concluded at Constantinople, between the King of Great Britain and the Sublime Porte.
12. The French colony of Cayenne capitulated to the British and Portuguese forces.
11. A formal treaty of peace, friendship, and alliance, between the British and Spanish nations, signed in London.
17. The British army, under the command of Sir John Hope, embarked at Corunna for England.
19. The town of Corunna entered by the French.
- The British Parliament assembled, in pursuance of his Majesty's proclamation.
23. The French frigate *Topaze*, of 48 guns, laden with troops and provisions for the relief of Cayenne, captured by his Majesty's cruisers.
27. Ferrol taken possession of by the French.

### FEBRUARY

10. *La Hebe*, French ship of war, of 450 tons, captured by his Majesty's ship *Loire*, Captain Schomberg.
19. *La Junon* French frigate, of 44 guns, captured by his Majesty's ship *Horatio*, Captain Scott.
24. The island of Martinique captured by his Majesty's sea and land forces.

### MARCH

15. Gustavus the Fourth, King of Sweden, arrested, and deprived of the functions of government.
27. *Vigo* retaken by the Spaniards, aided by the *Lively* and *Venus* frigates; and 1,500 French prisoners, who were in the town, sent to England.
29. *Oporto* taken by the French.

### APRIL

6. *Le Niemen*, French frigate, of 44 guns, captured by his Majesty's ship *Amethyst*, Captain Seymour.



11. Four French ships of the line destroyed in Basque Roads, by a part of the British fleet, under the command of Lord Cochrane.

14. The *Hautpout* French ship of war captured in attempting to escape from the Saints, where she and several other French ships had been blockaded by Sir Alexander Cochrane.

17. The Saints, in the West Indies, captured by the British forces under Major-general Maitland.

19. Mr. Erskine and Mr. Smith having adjusted the difference between Great Britain and America, the President of the United States issued a proclamation, authorizing the citizens to trade with this country.

## MAY

5. The Duke of Sudermania created King of Sweden.

12. Sir Arthur Wellesley, after beating the forces under Marshal Soult, delivers Oporto from the French.

13. The port of Trieste taken possession of by a division of French troops.

23. Admiral Harvey dismissed his Majesty's services by the sentence of a court martial, for disrespectful conduct towards Lord Gambier, his superior officer.

\* 24. Mr. Canning stated, in the House of Commons, that the arrangements made by Mr. Erskine with the American government were contrary to his instructions.

## JUNE

7. Sailed from Jamaica, the expedition destined against St. Domingo, under Major-general Carmichael.

11. Departure from Sicily of the expedition under the command of Lieutenant-general Sir John Stuart.

19. The Non-intercourse Law, with respect to England as well as France, re-enacted by the American Congress.

21. Parliament prorogued.

25. Capture of the island of Ischia, by Sir John Stuart.

27. Riots at Liverpool, occasioned by a party of the 19th Light Dragoons having quarrelled with a press-gang in that town.

29. Coronation of the new King of Sweden.

## JULY

6. Capture of *la Furieuse* French frigate, by Captain Mounsey, of the *Bonne Citoyenne*, after an action of nearly seven hours.

7. Capitulation and surrender of the city of St. Domingo to the combined British and Spanish forces, under the command of General Carmichael.

7 and 8. Reduction of the French settlement of Senegal and Goree.

11. Mr. Jackson left town to embark for America, as envoy to the United States.

12. Admiral Keates created a Knight of the Bath.

22 Sailed from the Downs, the Expedition to Holland, under Lord Chatham.

23. Two forts in the port of Haracerfert, in Finmark, bombarded and destroyed by the Snake sloop of war, Captain T. Young, and the Fanny gun-brig, Lieutenant Sinclair.

26. The trial of Admiral Lord Gambier came on at Portsmouth.

27. Accounts received of a Russian convoy, from Riga to Revel, having been met by two English frigates, and 18 sail, laden with provisions, captured.

#### AUGUST

3. Siege of Flushing commenced by the British.

4. Trial of Lord Gambier closed; his lordship honourably acquitted.

16. Surrender of Flushing to the British arms.

25. Arrived in the Downs, the garrison of Flushing, in several men of war.

27. Destruction of the enemy's fort and vessels at Cartelazzo, by the seamen and marines under Captain Hoste.

#### SEPTEMBER

17. Treaty of peace between Sweden and Russia concluded.

18. Received intelligence from Persia that the French influence in that kingdom had been entirely broken, by the perseverance of Sir Harford Jones.

25. Received intelligence that Liniers had resigned the government of Buenos Ayres.

27. Received accounts at the Admiralty that the whole of the Ferro fleet had been fitted out for sea, and sailed for Cadiz.

#### OCTOBER

14. Peace signed between France and Austria.

20. Arrival of intelligence of the ratification of the treaty of peace between Great Britain and Turkey.

25. Capture of the French brig Roleus, by Captain Atkins, of the Seine.

— The celebration of his Majesty's entrance into the 50th year of his reign.

30. Capture of the French national corvette le Milan, by Sir George Collier, of his Majesty's ship Surveillante.

#### NOVEMBER

13. Rupture of the negociation in America, in consequence of an alteration between Mr. Smith, secretary of state to the United States, and Mr. Jackson, who had succeeded Mr. Erskine as British minister.

27. The Session of the American Congress opened with a speech from the President, in which the rupture of the negociation with this country is announced.

29. Intelligence received of the destruction of a squadron and convoy from Toulon on the 25th of October and 1st of November.

#### DECEMBER

5. Account received of the surrender of the islands of Zante, Cephalonia, Ithaca, and Cerigo, to his Majesty's arms, under the command of Brigadier-general Oswald.

7. A dreadful wreck of ships in the Seaford quarter, 32 seamen lost.
10. The arsenal and works about the basin of Flushing destroyed.
23. Evacuation of Walcheren by the British forces.
24. The Austrian Messenger, Mr. Maynz, sailed for Calais, accompanied by Mr. Powel, Secretary to the American minister.
26. Mr. Powel returned, not being permitted to land.

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### Naval Poetry.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drownd.

FALCONER.

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### THE SLAVE.

**W**IDE over the tremulous sea,  
The moon spread her mantle of light,  
And the gale, gently dying away,  
Breath'd soft on the bosom of night.

On the fore-castle MARATAN stood,  
And pour'd forth his sorrowful tale;  
His tears fell unseen in the flood,  
His sighs pass'd unheard in the gale.

"Ah wretch!" in wild anguish, he cry'd,  
"From country and liberty torn!  
Ah, MARATAN, wouldst thou had died,  
E're o'er the salt waves thou wert borne.

"Through the groves of Angola I stray'd,  
Love and hope made my bosom their home,  
There I talk'd with my favourite maid,  
Nor dreamt of the sorrow to come.

"From the thicket the man-hunter sprung,  
My cries echo'd loud through the air,  
There was fury and wrath on his tongue,  
He was deaf to the voice of despair.

"Accurs'd be the merciless band,  
That his love could from MARATAN tear;  
And blasted his impotent hand  
That sever'd from all I held dear.

"Flow, ye tears, down my cheeks ever flow,  
Still let sleep from my eye-lids depart;  
And still may the arrows of woe  
Drink deep of the stream of my heart,

- “ But hark ! o’er the silence of night,  
 My ADILA’s accents I hear;  
 And mournful beneath the wan light,  
 I see her lov’d image appear.
- “ Slow o’er the smooth ocean she glides,  
 As the mist that hangs light on the wave;  
 And fondly her lover she chides,  
 Who lingers so long from his grave.
- “ Oh, MARATAN ! haste thee, she cries,  
 Here the reign of oppression is o’er;  
 The tyrant is robb’d of his prize,  
 And ADILA sorrows no more.
- “ Now sinking amidst the dim ray,  
 Her form seems to fade on my view;  
 Oh stay thee, my ADILA stay,  
 She beckons, and I must pursue.
- “ To-morrow the white man, in vain,  
 Shall proudly account me his slave;  
 My shackles I plunge in the main,  
 And rush to the realms of the brave !”

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#### NAVAL PROMOTION. \*

**W**HILST there’s life there is hope, some grave scholars maintain;  
 But we now must the proverb amend;  
 For beyond the dark confines of death’s gloomy reign  
 The bright beams of hope now extend.

For ’tis true, I assure ye, tho’ strange it may seem,  
 Since talents on earth are so rare,  
 Our wise one’s at length have discover’d a scheme  
 To make use of the phantoms of air.

To supply want of brains in departments of State,  
 They’ve recourse to the bands of the slain;  
 And retort upon death for his ravage of late,  
 By enlisting his subjects again.

By *Dame Goose’s* assistance, the conjuring knaves.  
 To dead sailors fresh honours proclaim’d;  
 They can raise up *Old Admirals* out of their graves,  
 To endure them with posthumous fame.

Thus to title dead merit, with infinite pains,  
 Our wise ones have found out the way;  
 And one trifling obstacle only remains,  
 ’Tis—*how to transmit them their pay.*

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\* These lines are founded on the recent circumstance of the names of some deceased officers having been included in the list of Promotions.



Oh! that they had follow'd this excellent plan,  
 In th' attack on the fatal Dutch shore :  
 And instead of appointing a certain brisk man,  
 They had sent out the ghost of poor MOORE.  
 Would to God they had sent out the heroes of old,  
 Who immortaliz'd Agincourt's field ;  
*They* can stand the effects of damps, agues, and cold,  
*They* are troops that can never be kill'd.  
 But, alas! 'twas decreed, that the brave British host  
 At the shrine of misrule should be slain;  
 And their bones upon Walcheren's pestilent coast,  
 As an altar to folly, remain.

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## NAVAL HISTORY OF THE PRESENT YEAR, 1809—1810.

(December—January.)

## RETROSPECTIVE AND MISCELLANEOUS.

IT will be seen, by our report of the proceedings of Parliament, on the first night of the session, that Ministers had a considerable majority, in each house. In the Commons, however, on the third night of debate, the opposition had a majority of nine, in favour of Lord Porchester's motion for an inquiry into the causes of the failure of the Walcheren expedition. Whether this event may lead to a dissolution of Ministry, we cannot pretend to say; but certainly it must gall them sorely. They are, however, but little entitled to pity or commiseration; for, had it not been for an over-weening confidence, the result of their first night's success, they would have suffered Lord Porchester's motion to be carried without a division; a measure by which, as inquiry had been repeatedly promised, they could have lost nothing; particularly as the opposition were not anxious to commence the inquiry, before the requisite information should be before the house.

The prospect of a negotiation for peace between France and England has nearly vanished. Buonaparte has refused to accede to our proposition of treaty in conjunction with Spain and Portugal; though, it is said, he has offered to restore the latter country to the house of Braganza, and to erect South America into a monarchy, under Ferdinand VII.

Some new arrangements are said to be in contemplation, for the exchange of prisoners between Great Britain and France, on terms more liberal than heretofore.

The absolute annexation of Holland to France has, for a time, been abandoned; but Buonaparte, though he has consented to a certain modification of his obnoxious Berlin and Milan decrees, has adopted new, and more severe regulations, to prevent all commercial intercourse between the English and Dutch.

The French minister of marine has also promulgated a code of laws for the government of privateers and the distribution of prizes, chiefly with a view to encourage individuals to embark their property in speculations of that kind. By these, the masters of privateers are directed to ransom,

burn, or destroy, all vessels to or from Great Britain or her colonies, provided the estimated value does not exceed 10,000*l.*; but all vessels exceeding in value that sum are to be sent to France. In regard to ransomed ships, the masters of privateers are directed to take the mate and two seamen as hostages, or security for the payment of the stipulated sum;—if the money is paid the men are to be liberated and sent home, but in default of payment are to be imprisoned as debtors to the nation.

Some important negotiations are understood to be going forward between France and America; but their probable result is unknown.

It will be seen, by the Speech of his Majesty's Commissioners, at the opening of Parliament, that the American Minister has expressed a wish for the continuance of amity between this Country and the United States; and the last despatches which Mr. Pinkney received from France are said to be favourable to our future negotiation with America, which is expected to be chiefly carried on between the Marquis Wellesley and Mr. Pinkney; no Ambassador having been sent from England, in the room of Mr. Jackson.

It appears, from the last received American papers, that the legislature of the United States has again embarked in the war of commercial restrictions. A bill, intended as a substitute for the Non-intercourse Act, had been read a second time in the House of Representatives, and was expected to pass into a law. Its principal object is, to prevent importations from Great Britain or France, or their colonies; except in vessels owned wholly by Americans. All vessels sailing under the flags of Great Britain and France are therefore prohibited, with some exceptions, from entering the ports of the United States. The President is authorized to remove, by proclamation, the prohibitions on trade with Great Britain or France, upon learning that our orders in council, or the decree of Buonaparte, have been rescinded.

On the 29th of January, a vote of thanks to Lord Gambier was agreed to, on a division, by 161 against 39; Lord Cochrane's motion for producing the minutes of the Court Martial, having been previously rejected by 171 against 19.

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An alarming insurrection among our troops, in India, has been completely quelled.

By the arrival of the extra ships *Monarch*, Lord Keith, and Earl Spencer at Portsmouth, on the 7th of January, under convoy of the *Princess Charlotte*, we received the intelligence of the capture of the Isle of Bourbon, in the Indian Ocean.

This object was effected, on the 21st September, by the cruising squadron from off the Isle of France, under Commodore Rowley, in the *Raisonable*, 64, *Boadicea*, *Sirius*, and *Nereide* frigates, and *Otter* sloop of war, assisted by a party of the 56th Regiment, and some Bombay Sepoys, under Lieutenant Keating. From farther information, it appears, that about 350 soldiers, and 260 royal marines, were landed before day-break, and soon carried three of the forts. The squadron went in and fired their broadsides, and then hauled out; the *Sirius* frigate, Capt. Pym, soon in again, and anxious to avail himself of the only opportunity that presented itself, he asked leave, and was permitted, by signal from the Commodore, to anchor, and accordingly, in the most gallant style, carried his late ship in and placed her within pistol-shot of the beach, and half-musket shot of the

Caroline French frigate, and the two East Indiamen and a French brig of war, and opened so heavy a fire on them from his English bull-dogs, that in 20 minutes (the troops at the same time charging through the town) the whole struck their colours. Both army and navy joined in praise of this brilliant enterprize, declaring they had never seen or thought it possible for a ship to keep up so tremendous a fire as the *Sirius* exhibited on that occasion; and we understand it was principally owing to the very great exertions of Captain Pym, his officers and crew, that the two Indiamen were saved from being burnt; or that any of the stores and goods from the shore were taken off and put on board the *Streatham*.

The following were the ships and vessels taken:

	Guns.	Tons.
Caroline, French frigate, about two years old	46	1000
Streatham, Hon. East India Company's ship	30	819
Europa, ditto ditto	30	819
Grappler, French brig, coppered - -	12	130
La Fanny, ditto ditto	2	140
Three Friends, ditto ditto - -	-	50
Gipsev, American brig - -	-	160

The official accounts of this capture have not arrived, but we understand that, as the squadron were unable to spare a sufficient force to retain the Island, the stores, &c. were destroyed, and the troops re-embarked.—*Des Bruly*, the Governor of the Island, shot himself, on its surrender, in order to avoid punishment from Buonaparte.

An attack upon the Island of Guadalupe was expected to be made about the latter end of December.

## Imperial Parliament.

HOUSE OF LORDS, TUESDAY, JANUARY 23.

**A**T the opening of the Session, the following Speech was read by the Lord Chancellor, as one of his Majesty's Commissioners on the occasion:—

*My Lords and Gentlemen,*

His Majesty commands us to express to you his deep regret that the exertions of the Emperor of Austria against the ambition and violence of France have proved unavailing, and that his Imperial Majesty has been compelled to abandon the contest, and to conclude a disadvantageous peace. Although the war was undertaken by that monarch without encouragement on the part of his Majesty, every effort was made for the assistance of Austria which his Majesty deemed consistent with the due support of his allies, and with the welfare and interest of his own dominions.

An attack upon the naval armaments and establishments in the Scheldt afforded at once the prospect of destroying a growing force, which was daily becoming more formidable to the security of this country, and of diverting the exertions of France from the important objects of reinforcing her armies on the Danube, and of controlling the spirit of resistance in the north of Germany. These considerations determined his Majesty to employ his forces on an expedition to the Scheldt.

Although the principal ends of this expedition have not been attained, his Majesty confidently hopes that advantages, materially affecting the security of his Majesty's dominions in the further prosecution of the war, will be found to result from the demolition of the docks and arsenals at Flushing. This important object his Majesty was enabled to accomplish, in consequence of the reduction of the island of Walcheren by the valour of his fleets and armies.

His Majesty has given directions that such documents and papers should be laid before you as he trusts will afford satisfactory information upon the subject of this expedition.

We have it in command to state to you, that his Majesty had uniformly notified to Sweden his Majesty's decided wish, that in determining upon the question of peace or war with France, and other continental powers, she should be guided by considerations resulting from her own situation and interests: while his Majesty therefore laments that Sweden should have found it necessary to purchase peace by considerable sacrifices, his Majesty cannot complain that she has concluded it without his Majesty's participation. It is his Majesty's earnest wish that no event may occur to occasion the interruption of those relations of amity which it is the desire of his Majesty and the interests of both countries to preserve.

We have it further in command to communicate to you, that the efforts of his Majesty for the protection of Portugal have been powerfully aided by the confidence which the Prince Regent has reposed in his Majesty, and by the co-operation of the local government, and of the people of that country. The expulsion of the French from Portugal, by his Majesty's forces under Lieutenant-general Lord Viscount Wellington, and the glorious victory obtained by him at Talavera, contributed to check the progress of the French arms in the peninsula during the late campaign.

His Majesty directs us to state, that the Spanish government, in the name and by the authority of King Ferdinand the Seventh, has determined to assemble the general and extraordinary Cortes of the nation. His Majesty trusts that this measure will give fresh animation and vigour to the councils and the arms of Spain, and successfully direct the energies and spirit of the Spanish people to the maintenance of their legitimate monarchy, and to the ultimate deliverance of their country.

The most important considerations of policy and of good faith require, that as long as this great cause can be maintained with a prospect of success, it should be supported, according to the nature and circumstances of the contest, by the strenuous and continued assistance of the power and resources of his Majesty's dominions; and his Majesty relies on the aid of his Parliament in his anxious endeavours to frustrate the attempts of France against the independence of Spain and Portugal, and against the happiness and freedom of those loyal and resolute nations.

His Majesty commands us to acquaint you, that the intercourse between his Majesty's minister in America and the government of the United States has been suddenly and unexpectedly interrupted. His Majesty sincerely regrets this event: he has, however, received the strongest assurances from the American minister resident at this court, that the United States are desirous of maintaining friendly relations between the two countries. This desire will be met by a corresponding disposition on the part of his Majesty.

*Gentlemen of the House of Commons,*

His Majesty has directed us to inform you, that he has ordered the estimates for the current year to be laid before you: his Majesty has directed them to be formed with all the attention to economy which the support of his allies and the security of his dominions will permit. And his Majesty relies upon your zeal and loyalty to afford him such supplies as may be necessary for those essential objects.



He commands us to express how deeply he regrets the pressure upon his subjects, which the protracted continuance of the war renders inevitable.

*My Lords and Gentlemen,*

We are commanded by his Majesty to express his hope that you will resume the consideration of the state of the inferior clergy, and adopt such further measures upon this interesting subject as may appear to you to be proper.

We have it further in command to state to you, that the accounts which will be laid before you of the trade and revenue of the country will be found highly satisfactory.

Whatever temporary and partial inconvenience may have resulted from the measures which were directed by France against those great sources of our prosperity and strength, those measures have wholly failed of producing any permanent or general effect.

The inveterate hostility of our enemy continues to be directed against this country with unabated animosity and violence. To guard the security of his Majesty's dominions, and to defeat the designs which are meditated against us and our allies, will require the utmost efforts of vigilance, fortitude, and perseverance.

In every difficulty and danger his Majesty confidently trusts that he shall derive the most effectual support, under the continued blessing of Divine Providence, from the wisdom of his Parliament, the valour of his forces, and the spirit and determination of his people.

Lord *Glasgow* moved, and Lord *Grimstone* seconded the Address.

Earl *St. Vincent* disapproved of the Address; censured the whole conduct of Ministers, from the attack upon Denmark, down to the present period; and concluded with inquiring, whether it was Lord *Mulgrave's* intention to make a wet dock for the navy at Northfleet before a peace was made, as a wet dock was necessary for the preservation of our ships?

Lord *Mulgrave* informed his lordship, that measures had been taken for that purpose.

Lord *Grenville*, after pointedly condemning the whole conduct of the war, moved the following amendment to the Address:—

“ That we have seen with the utmost sorrow and indignation the accumulated failures and disasters of the last campaign, the unavailing waste of our national resources, and the loss of so many thousands of our brave troops, whose distinguished and heroic valour has been unprofitably sacrificed in enterprises productive not of advantage, but of lasting injury to the country; enterprises marked only by a repetition of former errors, tardy and uncombined, incapable in their success of aiding our ally in the critical moment of his fate, but exposing in their failure his Majesty's Councils to the scorn and derision of the enemy.

“ That we therefore feel ourselves bound to institute, without delay, such rigorous and effectual inquiries and proceedings as duty impels us to adopt, in a case where our country has been subjected to unexampled calamity and disgrace.”

After a debate of considerable length, the House divided ; and the original Address was carried, by 144 against 92 ; giving a majority of 52 in favour of ministers.

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### HOUSE OF COMMONS.

TUESDAY, JANUARY 23.

The Address was moved by Lord *Bernard*, and seconded by Mr. *Peele* ; after which Lord *Gower* moved the following amendment, which was seconded by the Hon. Mr. Ward :—

“ That his Majesty’s faithful Commons had seen, with the utmost regret, the destructive and unavailing efforts which had been made under the auspices of ministers during the course of the last campaign, in enterprises marked only by calamity, and, by a repetition of former errors, exposing his Majesty’s Councils to the scorn and derision of the enemy, and threatening eventually the honour and security of his Majesty’s Crown. They also begged leave most humbly to represent to his Majesty, that the only atonement which his faithful Commons could make to the country, was to institute a rigorous inquiry into the causes of such unexampled calamity and disgrace, in order to their prevention in future.”

On a division, there appeared, for the Address, 263 ; for the Amendment, 167 ; leaving a majority of 96 in favour of Ministers.

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### Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

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ADMIRALTY-OFFICE, DECEMBER 5, 1809.

*Copy of another Letter from Vice-admiral Lord Collingwood, addressed to the Hon. W. W. Pole, and dated on board the Ville de Paris, off Minorca, 3d October, 1809.*

SIR,

**C**APTAIN HARGOOD has transmitted to me letters from Captains West and Clephane, giving an account of a very spirited attack made by the boats of the Excellent, Acorn, and Bustard, covered by the two sloops, on a convoy of the enemy, which had anchored under a fortress at Duin, to the westward of Trieste, in which all the enemy’s vessels, consisting of six gun-vessels, and ten trabaccolas, were captured. This enterprise their lordships will perceive, by the letters herewith enclosed, was well devised, and gallantly executed. The manner in which Captain Clephane speaks of the conduct and skill of Lieutenant Harper, is only a repetition of what he has ever been entitled to when he goes upon service ; every account of him that has come to me describes him as an admirable officer.

I also enclose the list of killed and wounded on the occasion, with reports of the vessels captured, and prisoners taken.

I am, &c.

COLLINGWOOD.

*His Majesty's Ship Excellent, at Anchor off  
Trieste, 29th July, 1809.*

SIR,

I have the honour to inform you, an enemy's convoy was observed yesterday morning standing along the northern shore towards Trieste, and being of opinion that by anchoring the *Excellent* as near that shore as her safety would admit, might enable me to cut off the enemy from his destined port, I immediately weighed and took up a position accordingly.

This movement had the desired effect, obliging the enemy to take shelter in Duin, a port four leagues to the northwest of Trieste.

In the afternoon a coaster was brought on board by the *Excellent's* boat, which informed me the enemy's convoy was composed of six gun-boats and several vessels laden with grain.

Conceiving it very practicable to capture or destroy them in their present situation, at 10 P.M. I detached his Majesty's sloops *Acorn* and *Bustard*, which you did me the honour to put under my command, with all the boats of the *Excellent*, under the direction of Lieutenant John Harper, the first lieutenant, to perform this service. At midnight a very heavy cannonade was seen in that direction, which in a short hour ceased, when I had the satisfaction of seeing a rocket go up, which announced to me a favourable issue to the enterprise.

At noon this day his Majesty's sloops and boats detached returned to this anchorage, having with them the whole of the enemy's convoy which they captured the preceding night.

Enclosed I have the honour to transmit to you a letter I have received from Captain Clephane of his Majesty's sloop *Acorn*, and senior officer on the command of this expedition, together with a return of killed and wounded in his Majesty's sloops and boats employed in this service, as likewise of enemy's vessels captured, and prisoners made in the execution of it.

The very masterly and complete manner in which this service has been performed by Captains Clephane and Merland of his Majesty's sloops *Acorn* and *Bustard*, and Lieutenant John Harper in command of the boats of his Majesty's ship *Excellent*, excites my highest admiration; every officer, seaman and marine, I am assured, individually distinguished himself.

Of the merits of Lieutenant John Harper, an officer of fifteen years standing, I cannot speak in terms of sufficient praise; his conduct on this, as on many former occasions, was that of a most experienced and enterprising officer.

I have, &c.

JOHN WEST.

*His Majesty's Ship Acorn, off Trieste,  
July, 23, 1809.*

SIR,

It is with the greatest satisfaction I have to inform you, that the service you did me the honour to put under my direction, has been completely executed by the boarding and bringing away, under a very heavy fire, all the gun-boats and merchant vessels which had taken shelter under the castle of Duin.

About midnight, covered by the fire of his Majesty's sloops *Acorn* and *Bustard*, the detachment of boats, under the orders of Lieutenant John Harper, first of the *Excellent*, pushed on shore, and, in about half an hour, had complete possession of the enemy's vessels, as per enclosed statement.

I take the liberty to express my high sense of the conduct of Captain

Markland of the Bustard, both by his leading into a place so little known, and by the well directed fire kept up by him.

It would be the highest presumption in me to attempt, by any praise of mine, to add to the merits of Lieutenant Harper, which are so well known to you, yet I conceive it a most indispensable, and likewise a most pleasant duty, to express my greatest admiration of the prompt, gallant, and determined manner he performed the above service, with so inferior a force; and likewise of the judicious and soldier like conduct of Captain Cummings of the royal marines, who, by taking post on shore with a small party of his men, entirely prevented the enemy annoying our people from the rugged precipices surrounding the port, while in the act of launching the vessels. Lieutenant Harper speaks highly of the great attention and good conduct of every officer and man under his orders. Permit me to add how much pleased I am with the conduct of the officers and ship's company of the Acorn, it being the first time I have had the honour to carry them before an enemy.

The loss the enemy sustained could not be ascertained, but it is conjectured they had from twenty to thirty killed and wounded, and twelve made prisoners.

Our loss, though comparatively small, I much regret; a list of which I enclose.

I have, &c.

R. CLEPHANE, Commander.

*John West, Esq. Captain of His Majesty's Ship Excellent.*

*A Return of Killed and Wounded, Officers, Seamen, and Royal Marines, on board his Majesty's Ships Acorn and Bustard, and in the Boats of his Majesty's Ship Excellent, in Action with the Enemy in Port Duin, on the Night of the 28th Day of July, 1809.*

ACORN.

None killed or wounded.

BUSTARD.

*Wounded.* Mr. Katty Robinson, master, severely; Peter Curry, seaman, since dead; Robert Cuilum, marine, slightly; Josh. Pelosa, pilot.

EXCELLENT.

*Killed.* James Knowles, marine; Peter Pendergrass, ditto.

*Wounded.* William Hunter, gunner's-mate, slightly; Benjamin Webb, seaman, ditto.

R. CLEPHANE, Commander of his Majesty's sloop Acorn.

*List of Vessels captured on a Service under the command of Captain Clephane, of his Majesty's Sloop Acorn, by a Detachment of Boats under the Orders of Lieutenant John Harper, of his Majesty's Ship Excellent, on the Night of the 28th of July, 1809.*

3 Gun-boats of the royal Italian marine, of 3 24-pounders, and 80 tons; complete in ammunition, stores, &c.

3 Ditto, of 3 18-pounders, and 60 tons; complete in ammunition, stores, &c.

*Complement of Men in each Gun-boat.*

1 Commandant, 2 artillery-men, 3 soldiers, 15 seamen, &c.—Total 21.

10 Trabaccolas or coasters, from 10 to 20 tons, laden with brandy, flour, rice, and wheat; one sunk, cargo of flour previously taken out.

R. CLEPHANE, Commander of his Majesty's Sloop Acorn.



*A Return of Prisoners taken out of Vessels captured and taken Possession of by the Boats of his Majesty's Ship Excellent, in Conjunction with those of his Majesty's Sloops Acorn and Bustard, in Port Duin on the Night of the 28th Day of July, 1809.*

3 Officers (two of which are wounded).

15 Seamen and soldiers (several wounded, one of whom since dead).

R. CLEPHANE, Commander of his Majesty's Sloop Acorn.

DEC. 5.

Vice-admiral Lord Collingwood has transmitted to this office the following reports of captures made by ships under his lordship's command, viz.

A letter from Captain Ayscough, of the Success, giving an account of the capture by the boats of that ship, on the 30th of July, off Cerigo, of two French privateers, one mounting nine carriage-guns and four swivels, with seventy-eight men, and the other, one gun and twenty men.

A letter from Captain Pearce, of the Halcyon sloop, stating the capture on the 30th of August, of the St. Anna French privateer, of two guns and forty-six men, twenty days from Naples, without making any prize.

And two letters from Captain Rosenbagen, of the Volage, giving accounts of his having on the 6th and 20th of September, captured two enemy's privateers, the Annunciate and Jason, one of two guns and forty men, and the other of six guns and sixty-nine men.

DEC. 9.

Vice-admiral Campbell, commander-in-chief in the Downs, has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Anderson, of his Majesty's sloop the Rinaldo, giving an account of his having, on the 7th instant, captured, between Dungeness and the South Foreland, a French privateer, called the Maraudeur, having fourteen guns on board, and sixty-six men, out twelve days from Boulogne, without making any capture.

DEC. 12.

*Copy of a Letter from Captain Macdonald, of the Red Pole Sloop, dated the 10th Instant, addressed to Vice-admiral Campbell, and transmitted by the latter to John Wilson Croker, Esq.*

SIR,

I have the honour to acquaint you, that on the 9th instant, at day-light, Beachy Head N. by E. nine leagues, wind W. two luggers were observed on our lee bow, to which chase was immediately given; and at ten I had the good fortune to get alongside the weathermost, which had the temerity to engage us for half an hour, when she surrendered. She proves to be Le Grand Rodeur, of Boulogne, sixteen guns and eighty men, Captain J. G. Huret, four days from Dieppe, and had made no capture. I am sorry to add, that the privateer had one man killed and two wounded, one of them badly. Towards the latter part of the chase, his Majesty's sloop Pelican bore in sight, and pursued the other, but did not capture her. To the officers and ship's company I feel greatly indebted for their cool and steady conduct during the chase and action, when every manœuvre was attempted by the enemy to escape.

I am, &c.

C. MACDONALD.

Vice-admiral Campbell, commander-in-chief of his Majesty's ships and vessels in the Downs, has transmitted to John Wilson Croker, Esq. a letter from Captain Maxwell, of the Royalist sloop, dated the 6th instant, stating,

that he had captured on that day, the French cutter privateer *L'Heureuse Etoile*, of two guns and fifteen men. She had sailed from Dieppe the preceding evening, and had not made any capture.

*Copy of another Letter from Captain Maxwell of the Royalist Sloop, addressed to Vice-admiral Campbell, and transmitted by the latter to John W. Croker, Esq.*

*His Majesty's Sloop Royalist, at Sea,  
December 10, 1809.*

SIR,

I have the honour to inform you of his Majesty's sloop under my command, having captured at six P. M. *Le Beau Marseille*, French lugger privateer, of fourteen guns and sixty men; she is a very beautiful vessel, only three months old, and considered one of the fastest sailers out of Bologne.

I have the honour to be, &c.

JOHN MAXWELL.

DEC. 16.

*Copy of a Letter from Captain Sir George R. Collier, of his Majesty's Ship the Surveillante, addressed to the Honourable Rear-admiral Stoddard, and transmitted by Lord Gambier to John Wilson Croker, Esq.*

*His Majesty's Ship Surveillante, at Sea,  
December 8, 1809.*

SIR,

I have the honour to acquaint you, that his Majesty's ship under my command has been driven in the late gale, rather to the southward of the station allotted to her by your order; and in recovering my ground this day, captured the French cutter privateer *La Comtesse Laure*, Jean Jacques Beltiers, commander.

The privateer is of a class and possesses qualities admirably calculated for the annoyance of the British trade; she is copper bottomed and sails fast; pierced for sixteen guns, and has fourteen mounted, twelve and eight-pounders; fifty-five men on board, being part of her complement; five days out of Rochelle, without making any capture.

I have the honour to be, &c.

G. R. COLLIER.

DEC. 19.

Vice-admiral Lord Collingwood has transmitted to this office a letter from the Honourable Captain Duncan, of his Majesty's ship *Mercury*, giving an account of the boats of that ship having, on the 7th of September last, under the direction of Lieutenant Pail, boarded and carried, without any loss, in the port of Barletta, the French schooner of war, *La Pugliese*, of seven guns and thirty-seven men, protected, in addition to her own force, by a castle, two armed feluccas, and musketry.

And also a letter from Captain Lumley, of the *Hind*, stating his having, on the 20th of September, captured off Melazzo a French privateer, called *Le Temeraire*, of two guns and thirty men, out four days from Naples, without making any capture.

And a letter from Captain Prescott, of the *Weazle* sloop, reporting the capture, on the 27th of October, of *Le Veloce*, French letter of marque, of four guns and eighty-three men; four days from Tunis, without taking any prize.

Despatches, of which the following are copies and extracts, have been received by John Wilson Croker, Esq. secretary to the Admiralty, from Rear-admiral Sir Richard John Strachan, Bart. and K. B.

*His Majesty's Ship Blake, in Flushing Roads, Dec. 13, 1809.*

SIR,

I availed myself of Vice-admiral Campbell's offer of the *Jason* to convey me to Flushing; and as soon as it moderated on the 9th, in the afternoon, I hoisted my flag on board that ship and, accompanied by the *Idas* cutter, proceeded to this anchorage, where I arrived on the evening of the 13th.

I found Rear-admiral Otway with the squadron here; he had embarked the troops and put every thing in a state of preparation for retiring from Flushing whenever the wind became favourable. The arsenal and works about the basin at Flushing having been destroyed on that day.

The enclosed letter from the Rear-admiral will inform you of the particulars of his proceedings: his arrangement for the retreat appeared to me to be so excellent, that I have given my full approbation to the whole.

It has blown an exceedingly heavy gale of wind from the westward since my arrival in these roads, which has prevented my going as I intended to the division under Commodore Owen, in the Slough passage, and the same cause has prevented much communication here.

I have not received any reports from the Roompot, but I send an extract of a letter from Commodore Owen, addressed to Rear-admiral Otway, which will inform you of the proceedings of that officer with the force under his orders,

I have the honour to be, &c.

R. J. STRACHAN.

SIR,

*Cæsar, Flushing Roads, Dec. 11, 1809.*

I have the honour to communicate to you such circumstances as have occurred previous to your arrival, and subsequent to my last official communication.

The transports necessary for the embarkation of the army having arrived the 25th ult. on the following day the measures that I had previously concerted with Lieutenant-general Don for the destruction of the basin, arsenal, and sea defences of Flushing, agreeable to instructions from the Earl of Liverpool, dated the 13th and received on the 17th, were begun.

On this service six hundred seamen and artificers from the fleet were employed, under the orders of Captain Moore, of his Majesty's ship *Marlborough*, assisted by Captains Tomlinson and Henderson, of the fire-ship service. The navy having completed the portion of work allotted to them, and Lieutenant-colonel Pilkington, commanding the royal engineers, having reported to Lieutenant-general Don that his mines for the destruction of the gates and piers at the entrance of the basin were ready, the whole of the army, with the exception of the rear-guards, was embarked on the afternoon of the 9th instant.

The mines were exploded yesterday at low water, and appear to have fully answered their object: the whole of the east side of the basin had been previously completely destroyed, but as the port of Flushing west of the basin lies considerably below the high water mark, any material injury of the west bank would have caused the immediate inundation of the whole town; therefore our work on that side has been confined to the demolition of the careening wharves and piers.

It was at first intended to defer the burning of the storehouse and other buildings in the arsenal until our final departure, but, from the probability that with a strong east wind the flames might communicate to the town, the whole was set fire to yesterday, and is totally destroyed.

Thus Flushing is rendered useless to the enemy as a naval arsenal; and the basin, which afforded very secure retreat for several ships of the line during the winter, is for the present effectually destroyed, and can only be restored by great labour, and at an immense expense.

I cannot conclude without expressing my great obligations to Captain Moore, for the able assistance he has rendered me in the performance of a very complicated service; and he speaks in terms highly satisfactory of the conduct of Captains Tomlinson and Henderson, and the other officers who served under his orders on shore.

I have the honour to be, &c.

Rear-admiral Sir Richard Strachan,  
K. B. Commander-in-chief, &c.

W. A. OTWAY, Rear-admiral.

SIR,

*Clyde, in the Veer Gat, Dec. 3, 1809.*

Last night the enemy worked very hard at the battery on Woolversdyke, notwithstanding the continued fire kept on it.

At day-light this morning, it was found he had opened four embrasures in it. Captain Carteret, therefore, pushed two subdivisions of the gun-boats forward against it, which completely succeeded in demolishing two of the embrasures, and in injuring the others very materially.

About noon, three mortars were brought down, and, with a field-piece, opened against our vessels (the brigs more especially); but, after about an hour's firing, in which their shells were thrown with some precision, but without effect, they were completely silenced, and all our vessels kept their ground.

About this time the guard-boats entered the Cross Channel which unites the two passes of Woolversdyke, to endeavour to tow off a flat-boat, which was lost last night from the Pallas's stern, being swamped and upset; they got her in tow, but she was fast aground and could not be moved. The enemy's troops were in number behind the Dyke, and a considerable fire of musketry was exchanged with them, I believe without effect on either side; some few shot struck our boats.

The enemy's advanced gun-boats appeared to lie close together, and I ordered two of the Clyde's boats to advance into the passage and throw some rockets that way, in order that the occasion might be taken to reconnoitre them more closely.

I find the enemy's batteries are not so far in advance as I had supposed, and that their gun-boats are not nearer than Cortjen. They are, however, erecting a battery on a point of the Dyke which commands the Channel about half-way between that place and the outer battery.

I have the honour to be, &c.

Rear-admiral Otway, &c.

E. W. C. R. OWEN, Commodore.

*Extract of a Letter from Commodore Owen, to Rear-admiral Otway, dated Clyde, in the Veer Gat, December 3, 1809.*

If the enemy molest our retreat, we feel a confidence in our strength, and the spirit of my people will not let him tread upon our heels. It is an excellent spirit, and I will endeavour to regulate it so far as to avoid committing them improperly.

E. W. C. R. OWEN.

*His Majesty's Ship Blake, in Flushing Roads, Dec. 13, 1809.*

SIR,

In addition to my despatch of this morning, I have now to transmit a letter, and an extract of one I have just received from Commodore Owen: every time I hear from that gallant and animated officer, I have fresh cause to admire his conduct.

I think it my duty to inform you that I found the squadron under my command in the highest spirits, and ready to undertake any enterprise.



I propose, as soon as I have made my final arrangements at Flushing, to leave this command with Rear-admiral Otway, and proceed to the *Vere Cat*, to communicate with Commodore Owen.

I have the honour to be, &c.

R. J. STRACHAN.

*Favorite Cutter, 11th December, 1809,  
off Ter Veer.*

SIR,

I am happy to find, by a report this day from Captain Carteret, that the exertions of our gun-boats have completely succeeded in preventing the progress of the enemy on the Woolversdyke. I informed Rear-admiral Otway that the duty being heavy on the division of gun-boats in advance, I had ordered that of acting Captain Rich to relieve it. This was done, and to day every embrazure the enemy had opened is said to be completely levelled by their fire.

Rear-admiral Sir Richard Strachan, Bart.  
and K. B. Commander-in-chief, &c.

E. W. C. R. OWEN.

*Extract of a Letter from Commodore Owen, dated Favorite, off Ter Veer,  
December 11, 1809.*

The enemy was very busy with the battery on Woolversdyke, which, if completed, would have rendered the post I have taken on that side a very uneasy one; I therefore thought, under the present circumstances, every thing should be tried to keep it back, and the gun-boats have done it well.

If the enemy in our retreat treads too close on us, we feel confident in our strength, and can form as good a front as our Channel will allow: feeling the necessity for my being myself in the rear, I have hoisted my pendant in the *Favorite* cutter, leaving the care of the Clyde to my first lieutenant. This, I trust, you will approve of.

E. W. C. R. OWEN.

DOWNING STREET, DECEMBER 30, 1809.

A despatch, of which the following is a copy, was Yesterday morning received at Lord Liverpool's office, addressed to his lordship by Lieutenant-general Don, dated his Majesty's ship *Cæsar*, off the Duerloo Passage, December 22, 1809.

*His Majesty's Ship Cæsar, off the  
Duerloo Passage, Dec. 23, 1809.*

MY LORD,

Although I have regularly communicated to your lordship the principal circumstances which have occurred, relative to the army under my command, yet I have judged it advisable to postpone my detailed report on the evacuation of the island of Walcheren until the troops were withdrawn and the fleet had sailed.

On the receipt of your lordship's despatch of the 13th of last month, conveying to me his Majesty's commands to evacuate the island of Walcheren with the forces under my orders, and further signifying the determination of his Majesty, that previously to the evacuation I should take such measures as I might deem most effectual for the demolition of the Basin of Flushing, and the naval defences of the island, I made the necessary preparations for the removal of the sick, and convalescents of the army, and the arrival of a division of transports afforded me the means of completing their embarkation on the 26th ultimo.

On the same day the new frigate that was built in the dock yard was got out of the basin, and which enabled me on the following morning to commence the demolition of the sea defences, basin, dock yard, arsenal.

magazines, naval store-houses, &c. of the town of Flushing, the total destruction of which was completed on the 11th instant.

These services were conducted under the immediate direction and superintendence of Lieutenant-colonel Pilkington, commanding engineer, assisted by a strong party from the navy, under the command of Captain Moore, and for the particulars, I beg leave to refer your lordship to the Lieutenant-colonel's report, a copy of which I enclose.

The very judicious and skilful manner in which these measures have been completed, reflects great credit upon Lieutenant-colonel Pilkington, and the several officers who acted with him, and I am persuaded it will afford your lordship peculiar satisfaction to know, that the whole of this extensive work has been accomplished, without any injury being done to the inhabitants: the destruction not having extended beyond what was necessary to deprive the enemy of the advantage of Flushing as a naval station.

The embarkation of the ordnance and the stores of the several departments having been completed, the army was withdrawn and embarked on the 9th instant, but the weather being extremely unsettled, and conceiving it probable from the active and continued preparations of the enemy, that he might hazard an attack, I judged it expedient still to hold the towns of Flushing, Middleburgh, and Ter Veer, and Fort Rammekins; at the same time I made an arrangement for the disembarkation of the army, the four divisions of which were stationed as follows; viz. the 1st division immediately off the town of Flushing; 2d division to the westward of that town; 3d division between Flushing and Fort Rammekins, to act and co-operate with the naval force in the Sloo passage, under Captain Mason; and the 4th off Ter Veer, to act and co-operate with the naval force between the Veer Gat and Wolversdyke, under Commodore Owen.

By this disposition, had the enemy attempted to invade the island, the four posts above mentioned could easily have been reinforced, and the enemy in the event of his effecting a landing, attacked in his flanks and rear; as from the precautions I had taken in stopping the fresh water sluices, his advance into the country must have been confined to the dykes and causeway from Ter Veer through Middleburgh to Flushing.

The fleet continued wind-bound until this morning, when the rear guards were withdrawn, the ships of war and transports from the west Scheldt got under weigh, and I conclude those in the Veer Gat moved about the same time.

I feel great satisfaction in mentioning the very able and cordial support I have uniformly received from Rear-admiral Otway, and that our arrangements for the final evacuation of the island were approved of by Rear-admiral Sir Richard Strachan, on his arrival on the 11th instant.

I cannot conclude this report without acquainting your lordship that I found the army in an excellent state of discipline, and that the conduct of the troops has in every respect merited my warmest approbation.

On the day of embarkation, the different corps of the army marched from the several points, and embarked in the most perfect order and regularity, and the magistrates of the town and villages expressed to the officers left in the command of the rear guards, that the troops on their departure had in no instance molested or injured the inhabitants.

I have the honour to be, &c.

G. DON, Lieut.-Gen.

SIR,

*Flushing, Dec. 11, 1809.*

In obedience to your orders of the 25th ult. and with the concurrence of Captain Moore of the royal navy, the necessary directions were given to commence the demolition of the basin, arsenal, dock-yard, naval defences,

and magazines of this place; and on the 26th, a party of seamen, under the superintendence of Captain Tomlinson, began at low water to destroy such parts of the break-waters as appeared to protect the entrance of the harbour. On the following day, Captain Moore, with parties of seamen, proceeded on the destruction of the wharfing of the basin and of the dock-yard, and both were accomplished in a few days in the most effectual manner.

The demolition of the sea defences was also began upon on the 26th ult. under the immediate superintendence of Captain Rudyerd of the royal engineers, assisted by Captain Read, with a detachment of officers and men of the royal staff corps, and Captain Donavan and a detachment of officers and men of the royals.

Arrangements were, on the same day, made to proceed on the Demolition, by mining, of the Piers and Masonry of the flood-gates at the entrance of the great naval basin, under the directions of Captains Squire and Fanshawe of the royal engineers.

I have now the honour to inform you, that the services allotted to the royal navy have been most effectually accomplished, the dock-yard, arsenal, magazines, and every building belonging to the naval establishment being wholly destroyed. The entrance of the harbour is also blocked up, by sinking of vessels filled with heavy materials, so as to render the passage of ships of war impracticable.

The destruction of the defences towards the sea, under the direction of Captain Rudyerd, has also been completely carried into effect, by dismantling the batteries, throwing down the parapets, and in every respect extending the devastation of such works, as far as could be accomplished without hazarding an inundation of the town; and with regard to the important service of the mines employed as the means of destroying the piers and abutments of the flood-gates which secured the basin, I am to acknowledge the skilful directions of Captains Squire and Fanshawe, and the personal exertions of the other officers of the corps of royal engineers, and assistant engineers employed under them, as the undertaking happily terminated in an explosion that succeeded in displacing the very foundations throughout the whole work.

I have the honour to be, &c.

R. PILKINGTON.

Lieutenant-colonel royal engineers.

To Lieutenant-general Don, &c.

*Copy of a Letter from Sir Richard John Strachan, Bart. and K. B. Rear-admiral of the Red, &c. to John Wilson Croker, Esq; dated on board His Majesty's Ship St. Domingo, in the Downs, 28th of December 1809.*

SIR,

It is with great pleasure I inform you of the arrival of Commodore Owen, in the Clyde, who gives me the pleasing intelligence of the divisions under his command, and that under Captain Mason having sailed from the east and west Scheldt, and are by this time at the mouth of the Thames, if not at the places of their respective destination; I enclose the Commodore's report of his proceedings. It is my duty to draw their lordships' attention to the excellent conduct of Commodore Owen, in the discharge of the various and arduous duties he had to perform: and I beg, in the most earnest manner, to recommend to their lordships' notice, the zeal, bravery, and perseverance of the captains, officers, and seamen, composing the flotilla under the Commodore's orders. The same good conduct has pervaded the captains, officers, and seamen of the flotilla under Captain Mason, of the

Fisgard; and when I get that officer's report, I shall have great pleasure in introducing his merit to their lordships' particular notice.

I have the honour to be, &c.

R. J. STRACHAN.

*His Majesty's Ship Clyde, off the North Foreland,*  
December 28, 1809.

SIR,

In obedience to the direction of Rear-admiral Otway, I have the honour to lay before you the following detail of my proceedings in carrying into execution the orders to evacuate that part of the island of Walcheren, with the duties of which I had the honour to be charged.

Of our previous state of preparation you have been acquainted, and that all the stores, guns, and ammunition not judged immediately necessary to our defence, had been withdrawn and put on board, and every arrangement made in the beginning of December.

I have likewise had the honour to report to you, that the enemy's anxiety to complete his works on Wolversdyke and south Beveland, for the purpose of clearing the Slou, and driving our advanced divisions from the channels which lead to it, had obliged me to commence a system of offensive operations, and the result thereof has likewise been submitted to you.

I had further informed you of the necessity I felt for shifting my pendant to the Cretan, that I might be better situated to direct our movements.

Our flotilla held their forward stations when, on the morning of the 28d, I received your letter, acquainting me that you intended to quit Flushing on that day, provided the wind would permit the line-of-battle ships to pass the Duerloo. I immediately made preparation likewise to withdraw. The boats assembled, and embarked the rear guard of the army, under the direction of the honourable Captain Cadogan; whilst the few remaining guns of Veer and Armuyden points were rendered useless, and every other article of stores was taken off.

In the meantime our advanced divisions fell back, and collected at their defensive stations, but it was two o'clock before those duties were completed, and there was no chance of clearing any considerable part of our force from the Veer Gat before dark, whilst the wind, which was very light, hung so far to the westward, as to leave me doubtful of your succeeding with the line-of-battle ships; I therefore ordered the Clyde only, whose draught of water might embarrass us, to shift out to the Roompot whilst I sent an intelligent person to Flushing for information of your movements.

Colonel Pack (with whom it has been my good fortune to co-operate) was good enough to offer the Town-major of Ter Veere for this duty. Captain Clements of the 71st regiment, who returned to me at five o'clock, with the information that every thing was clear except two frigates, and a two-decked ship, and the stay of these seemed to be the effect of chance alone, and I concluded they would follow in the morning. Captain Clements found the towns of Middleburgh and Flushing occupied by Burgher guards, and at four on the following morning, the gates of Veere were likewise given to the Burghers.

At day-light of the 24th, I made the signal for our distant ships to move, but the transports at the entrance of the gat did not succeed in getting out till dark.

Captain Davis's division of the gun-boats however reached the Roompot, and were disarmed.

It was whilst this movement was making, and which was much retarded by the baffling winds, I learnt of your arrival in the Roompot; and it was in the pause the shift of wind and tide occasioned that you did me the honour to join me in the Cretan, and sanction my proceedings.

On the morning of the 25th, our guard boats were recalled, the Pallas



got out to the Roompot, and a movement of our whole flotilla made; but as it then came on to blow, you ordered it to take a position off the Fort Den Haak.

Encouraged by our retreat, the enemy's advanced division of gun-boats moved through the Wolversdyke channel to the station heretofore occupied by our advance, but on our anchoring, returned again to its former station. As however we had decidedly given up Ter Veere, three row-boats with Dutch troops, crossed over there from Campere, and in the course of the afternoon some Schuyts followed likewise with Dutch troops, and by sunset the enemy had posted sentinels at Den Haak.

On the 26th the wind got round to the N. E. and you (seeing every prospect of our getting out) had sailed for England, the wind however backed again to the westward of north, and I did not think it right to disarm any more of the gun-boats, than the division of acting Captain Rich.

All the merchant vessels had got clear of the Veere Gat, but one gun-boat was aground. I sent Captain Carteret with two divisions to cover her, and to protect the disarmed boats, which I ordered once more to anchor off Den Haak.

The enemy's gun-boats had in this while anchored in a line off Ter Veere, but again abandoned that position and returned to Wolversdyke.

The morning of the 27th was as favourable as could be desired; the several convoys sailed soon after day-light with a gentle breeze at east; the two disarmed divisions of gun-boats parted company whilst the remainder were disarming, which done, the whole squadron was a-weight by half-past one, and fairly in the Stone Deep by sun-set. I there met Captain Mason, in the Fisgard, with his squadron, and learnt that all was clear from Flushing.

The wind and weather have been so favourable and fine, there is no doubt all will reach Sheerness in safety, I should hope, to-day.

In closing this detail, I feel it is my duty to remark to you the great good will that has been manifested by all and every one I have commanded.

Of the bravery and spirits of the gun-boats you were well aware: their cheerful submission to the deprivations their peculiar service rendered necessary, makes them still more estimable.

The merits of Captain Carteret in the general command of this part of our force, I have, in some particular instances, had occasion to report to you. In every instance I have known, his conduct has been good alike.

The several divisions were under Captains Aberdour and Davies, acting Captain Rich, and the Honourable Captain Dawson; the latter of whom I charged with a division, in consequence of Captain Lowe having been removed by Rear admiral Otway to the command of the Sabrina.

In the Honourable Captain Caslogan, of the Pallas, I found a most zealous second and supporter; and from Captain Jauverin, whom you charged with the duties of the port. From every other captain, from every officer, and from every man, I have, in their respective stations, had a prompt obedience and co-operation, anxious always to outrun my wishes for the service. In short, sir, I cannot speak too strongly to you in their praise.

The peculiar circumstances we were placed in, obliged me to leave the management of my own ship wholly to Lieutenant Strong, and in so doing have given him an opportunity to confirm the good opinion I had formed of him in the course of seven years service with me.

The duties of the guard fell heavy on our boats. The men of every ship vied with each other in the cheerful and effectual discharge of this harassing but needful duty.

#### 4 NAVAL HISTORY OF THE PRESENT YEAR, 1809—1810.

Again, sir, I beg most earnestly to recommend them to your countenance, and have the honour to be, &c.

G. W. C. R. OWEN, Commodore.

Rear-admiral Sir R. J. Strachan, Bart. and K. B.

*Extract of a Letter from Captain Nicholas Tomlinson, to J. W. Croker, Esq. dated December 27, 1809.*

I beg leave to acquaint you, that the vessels under my orders, laden with fire-ship stores, lately composing part of the expedition to the Scheldt, are all arrived at the Nore, except that in which I was embarked, she having been wrecked on the 18th instant; but I was enabled to make room for, and save, all the valuable part of her cargo, by throwing overboard the bevens (baker's faggots dipped in tar) from the other ships, which I hope will meet their lordships' approbation.

*Copy of a Letter from Captain Cramer, commanding his Majesty's Ship the Diana, addressed to Rear-admiral Otway, and transmitted by Rear-admiral Sir Richard John Strachan, to John Wilson Croker, Esq.*

*His Majesty's Ship Diana, off Bercelen,  
December 2, 1809.*

SIR,

I have the honour to inform you, that having gained information that the enemy were disembarking guns at Odenskirk; and thinking it was practicable to cut them off, I sent away the boats of his Majesty's ship, under the command of Lieutenant Daniel Miller, accompanied by Lieutenant Sparrow, Messrs. Robertson, Knocker, King, and M'Cartey, midshipmen, who in the most gallant manner landed and beat off the French guard, under a very heavy fire of round and grape shot, and brought away three vessels that were secured to the shore by hawsers, laden with battery train and field pieces, together with wood to form a platform.

Lieutenant Miller, first of this ship, an old and meritorious officer, who has often distinguished himself in cutting out different vessels, speaks highly of the gallantry and assistance he received from Lieutenant Sparrow, the young gentlemen, and the boats' crews and marines.

I am happy to inform you, that this service has been performed without any person being hurt.

I have the honour to be, &c.

*To William Albany Otway, Esq. Rear-admiral of the White.*

J. CRAMER, Captain.

JANUARY 2, 1810.

Vice-admiral Campbell. has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Maxwell, of his Majesty's sloop the Royalist, giving an account of his having, on the 31st of December, captured a French lugger privateer, called Le François, of fourteen guns and sixty men, out from Boulogne, three days, without having made any capture.

The Royalist has also retaken two English vessels which had been taken by the enemy.

JAN. 6.

Admiral Lord Gambier has transmitted to John Wilson Croker, Esquire, a letter from the Hon. Captain Bouverie, of his Majesty's ship Medusa, stating the capture of the French privateer L'Aventure, of Bourdeaux, of fourteen guns and eighty two men; she had sailed from that port on the preceding day, and had not made any capture.

JAN. 13.

*Copy of a Letter from Captain Broigne, Commander of His Majesty's Sloop Plover, to Admiral Young, and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Ship Plover, off Scilly,  
January 10, 1810,*

SIR,

I beg to report to you, that his Majesty's sloop under my command, captured this day the French brig privateer le Saratu, of St. Malo, commanded by Monsieur Rosse, pierced for twenty guns, but mounting only fourteen, viz. ten twenty-four pounder carronades, and four long nine-pounders, and manned with one hundred men; had been at sea eight days; had taken the vessels named in the margin\*; two of which his Majesty's sloop has recaptured, and the other was scuttled by the privateer. I have, &c.

P. BROWNE.

JAN. 13.

*Copy of a Letter from Captain Arthur, Commander of His Majesty's Sloop the Cherokee, to Vice-admiral Campbell, and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Sloop Cherokee, Downs,  
January 11, 1810.*

SIR,

I have the honour to acquaint you, that on reconnoitring Dieppe yesterday, I perceived seven lugger privateers at anchor close together, within a cable's length of the pier head under the batteries; and deeming it notwithstanding their numbers practicable to capture or destroy some of them, I this morning, at one o'clock, the wind being southerly, stood in and perceived the whole seven at anchor, as when reconnoitred; I immediately ran between two, and laid one on board, which, after a fruitless attempt on the part of the enemy to board the Cherokee, I succeeded in bringing out, and which proves to be the Amiable Nelly, a new lugger, of sixteen guns, one hundred and six tons, and sixty men.

During the time we were under the batteries, the whole of the privateers kept up a constant fire of musketry; but, I am happy to state, only two were wounded, viz. Lieutenant Gabriel, and Mr. James Ralph, boatswain, both in the hand. The enemy had two killed and eight wounded, three dangerously.

I feel it a duty I owe to my officers and ship's company to state, their conduct deserves my warmest approbation, for the cool steadiness they shewed, both in attacking the enemy, and during the time we were under the batteries.

I am, &c,

R. ARTHUR.

## Naval Courts Martial.

A COURT MARTIAL has been holden on Captain John Spearing, of the royal marines, embarked on board the *Levyden*, at his own request, on being accused by the ward-room officers of embezzling their mess money. The Court was of opinion that his conduct had been fraudulent in his accounts as caterer of the mess, and unbecoming the character of an officer; and did therefore adjudge him to be dismissed from his Majesty's service.

\* Brig *Pomona*, from *Pieto*, Nova Scotia; brig *Brothers*, from *Martinique*; sloop *Rambler*, from *Seville*, (scuttled).

### Promotions and Appointments.

#### Admirals and Captains appointed.

Rear-admiral Sir Richard Goodwin Keats, K.B. is appointed to succeed the late Sir Alexander Ball, as governor, and civil commissioner, of the island of Malta.

David Lord Balgonie is promoted to the rank of a commander, and appointed to the *Delight* sloop.

Captain Edward O'Brien, private secretary to the First Lord of the Admiralty, has been permitted by his Majesty to take the title of the son of a Marquis.

Captain C. Dashwood, late of the *Franchise*, is appointed to the *Belvidera*; Captain Stackpoole to the *Tonnant*; Captain Frederick Warren to the *Argo*; Captain Robert Bloye to the *Lyra*; and Captain George Cockburne to the *Implacable*.

John Chenoweth is appointed by the Lords of the Admiralty to be agent to the Royal Naval Hospital at the Cape of Good Hope.

#### Lieutenants, &c. appointed.

Robert H. Barclay to command the *Bream* schooner; George Ellerby to the *Donegal*; Nicholas Coulthurst to the *Druid*; William Lambert to the *Porcupine*; Thomas Bent to the *Helena*; Flowers Beckett to the *Dreadnought*; J. Miles to the *Sabrina*; William Monnier to the *Sampson* prison ship; Thomas A. Simkin to the *Gibraltar*; James R. White to the *Inconstant*; Thomas Burdwood to the *Recruit*; Joseph Miller to the *Challenger*; William Luckraft to the *Sheldrake*; William Oldfield to the *Magnet*; Thomas Colby to the *Hyperion*; the Hon. W. J. Napier to the *Kent*; James H. Plumridge to the *Tartar*; Nicholas Hammond to the *Kent*; W. T. Peter to the *Impetueux*; John G. Coffin to the *Victorious*; Charles Rickett to the *Vanguard*; Frederick J. Thomas to the *Antelope*; Henry Nanson to the *Argus*; Thomas Stewart to the *Snake*; William Vale to the *Termagant*; Stewart Blacker to the *Dreadnought*; Walter Wade to the *Podargus*; Charles Du Cane to the *Egeria*; G. A. Westphall to the *Implacable*; G. C. Winstone to ditto; John Carter to the *Flamer* gun-brig; George Bignell to the *Formidable*; Samuel B. Tristram to the *Crocus*; Robert H. Drake to the *Namur*; Alexander F. Parr to the *Argo*; Edward R. Foley to the *Favorite*; William Edwards to the *Zephyr*; John J. Loney to the *Thunder*; James W. Baker to the *Avenger*; John Fraser to the *Princess of Orange*; Benjamin Sproude to the *Princess*; John Debenham to the *Deptford* tender; Henry Harnett to the *Seine*; Christopher D. Aplin to the *Peruvian*; Frederick Draffen to the *Derwent*; George Tippet to the *Argus*; R. A. S. Mitchell to the *Blossom*; James Murray to the *Exertion*; George Warcup to the *Exertion*.

A list of midshipmen who passed for lieutenants on the first Wednesday in the month :—

William H. Bruce, Charles L. Falkiner, William Gickie, Charles Hare, Edward Scott, George Sprent, John Tyler, Samuel Hughes, John Moore, William E. Parry, Francis Rogers, George Wale, William Brander, Roger Hall, Henry Lewis, Griffith P. Fraherne, James B. Tatnall, Robert Rochfort, William Elliott, John Stokes, James Allen, George King, Matthew Derenzy, Richard Haynes, James S. Lean, Richard Newman, Edward Phillips, Thomas Stride, John Williams, Thomas Blakestone, Richard E. Jones, W. M'Leod, Anthony Gibbs, and Nielson Williamson.



Surgeons, &c. appointed.

George Lillies to the Antelope; Donald Cameron to the Sprightly cutter; Richard Kent to the Sarpedon; George Henderson to the Jamaica; Harpur Gamble to the Muros; James Fry to the Bombay; William Henderson (1) to the Kent; Roger M'Manus to the Scylla; James Nimmo to the Prince Frederick; Gregory Odell to the Scipion; George Pearson to the Leda; James Browne to the Sophie; E. St. Quintin to the Sparrowhawk; William Matthias to the Philomel; William Smyttan to the Cyané; N. M. Cox to the Porcupine; Thomas Mant to the Saturn; John Kerr to the Iris; C. Nickery to the Marengo prison ship; Samuel Symonds to the Courageux; Morgan Price to the Prospero; William Warden to the Poitiers; W. B. Smith to the Pegase prison hospital ship; Charles Stormouth to the Reynard; Charles Mayberry to the Jamaica; Thomas Stewart to the Eclipse.

Mr. J. R. Gaunt, late surgeon with Sir R. Keats, in the Superb, has been appointed by the Lords of the Admiralty to be surgeon to prisoners of war at Porchester Castle.

Mr. William Parr, late gunner of the Queen, has been removed to the Prince George, employed as a reservoir for ordnance stores at Portsmouth.

Assistant-surgeons appointed, &c.

H. H. Barker to be hospital mate at Yarmouth Hospital; John Milligan to be assistant-surgeon of the Seine; Alexander Laughlan to the Crocodile; Thomas Prosser to the Curaçoa; Thomas Hunter to the Ardent; James Low to the Firm gun-brig; James Cochrane to the Owen Glendower; William Buchanan to the Leda; Joseph Stillon to be an hospital mate at Forten Hospital; James Cooke to be an hospital mate at Haslar Hospital; William Dennison to ditto; John Horne to be an hospital-mate at Plymouth Hospital; John Pawson to the Crocodile; James R. Scott to the Fervent gun-brig; Samuel Moore to the Illustrious; John Morris to the Implacable; J. Warkman to the Implacable; James Arnott to the Attack; Thomas Dunn to the Endymion; Harpur Gamble to the Royal William.

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BIRTHS.

On the 29th ultimo, in Hants, the Lady of Captain Malbon, of the royal navy, of a son,

At Purbrook Park, the Lady of the Right Hon. Admiral Lord Keith, of a daughter.

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MARRIAGES.

Latelý, at Charles, near Plymouth, Captain Harwood, of the royal Navy, to Miss Julia Pellew, youngest daughter of Vice-admiral Sir Edward Pellew, Baronet.

On the 18th of January, at Greenwich, by the Rev. George Matthew, Francis Edward Gray, Esq. of Brunswick-square, to Maria Emma, youngest daughter of the late Lieutenant Henry Smith, of the Royal Hospital at Greenwich.

Latelý, at Birkenhead Priory, by the Rev. Mr. Newton, Captain Bashford, of the royal navy, to Miss Sophia Lake, daughter of W. C. Lake, Esq. of Liverpool.

## OBITUARY.

In Haslar Hospital, Mr. William Halfpenny, surgeon of the Pegase prison hospital ship.

Lately, at Lymington, Mrs. Whitby, wife of Captain Whitby, late of the *Leander*, and second daughter of Commissioner Inglesfield, of the naval yard at Halifax.

At Barbadoes, fourteen days after he took upon himself the duty of surgeon of the naval hospital at that island, William McCarthy Cormick, universally regretted on account of the urbanity of his manners, and his scientific knowledge of his profession.

On the 12th of January, at Queen's Elms, near Brompton, Captain Josiah Price, of the Honourable East India Company's service.

On the 17th instant, at Stockton Lodge, near Warrington, Miss Bover, daughter of the late John Bover, Esq. Captain in the royal navy.

Lately, at Jamaica, Captain Watson, of the royal marines, of his Majesty's ship *Polyphemus*. He caught a fever in attending the funeral of a brother officer, of which he died.

At Barnstaple, Mrs. Jarman, widow of Lieutenant Jarman, of the royal marines.

At the Royal Hospital, Plymouth, Lieutenant Goodwin, late of the *Pickle* brig.

Suddenly, Mr. Nagle, of the *Europe* prison ship.

In the Royal Hospital at Stonehouse, from the effects of an aneurism, aged 34, John Edmund Isham, Esq. lieutenant in the royal navy, third son of Sir Justinian Isham, Bart. of Lamport, Northamptonshire.

On the 6th of January, in consequence of a fall from his horse, Vice-admiral Dacres, late commander-in-chief at Jamaica.

On the 17th of November, at sea, Captain C. W. Boys, of his Majesty's ship *Statira*, after ten days' illness; when in his 16th year, he lost a leg in the memorable 1st of June; and after a constant prosecution of the most honourable services, he was cut off in the prime of life, leaving a most afflicted widow and two infant children—his remains were interred at Halifax.

In Antigua, in the month of September last, died, of the yellow fever, Captain Francis Smith, of the royal navy.

Mrs. Rose, wife of Lieutenant James Rose, commander of the Crown prison ship, at Portsmouth.

Lately, at Stonehouse, Miss Patey, daughter of Lieutenant Patey, of the royal navy.

Lately, at the Royal Hospital, Plymouth, aged 19, Mr. Wm. Young, late midshipman of the *Emerald*.

Lately, at Jamaica, Mr. P. Hart, purser of his Majesty's ship *Helder*.—Also, Lieutenant Fielding, and Mr. Murphy, master of that ship.

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 ERRATUM.

Vol. XXII. page 33, line 13, (in E. M.'s letter) for *sent* read *send*.



*Engraved by H.R. Cook*

GEORGE DARBY ESQ<sup>R</sup>

*Vice Admiral of the Red Squadron  
And Rear Admiral of Great Britain.*





MEMOIR OF THE PUBLIC SERVICES  
OF  
THE LATE GEORGE DARBY, ESQ.

VICE-ADMIRAL OF THE RED SQUADRON, AND REAR-ADMIRAL OF  
GREAT BRITAIN.

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" Our actions are our heralds, and they fix,  
Beyond the date of tombs and epitaphs,  
Renown and infamy." TOBIN.

ADMIRAL DARBY was a disciple of that school, which is now almost extinct. He was contemporary with Rodney, Geary, Barrington, Hawke, and others, whose names appear to so much advantage in our naval annals.

Respecting his earlier services, our information is but slight. On the 12th of September, 1747, he was appointed captain of the *Warwick*; from which, by the month of December following, he was removed into the *Aldborough*, of 20 guns, on the American station. In January, 1748, he joined Commodore Knowles, at Jamaica; but it does not appear that he was present at the subsequent attack on St. Jago de Cuba,\* with that officer.

The peace which soon afterwards ensued, deprived Captain Darby, in common with most of the officers of the British navy, of any early opportunity of distinguishing himself; and it is not until the year 1757, when he commanded the *Norwich*, of 50 guns, on the West India station, that we find his name again mentioned.—Having returned to England, he was employed in the same ship, in the summer of 1759, at the bombardment of Havre de Grace, under Rear-admiral Rodney; † after which, he continued, for some time, with the squadron, on a cruise in the Channel.

Captain Darby next commanded the *Devonshire*, of 64 guns, on the American station, in 1761. At the close of that year, or

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\* A detailed account of this expedition appears in our memoir of the late Sir Charles Knowles, Bart. NAVAL CHRONICLE, Vol. I. page 111.

† *Vide* NAVAL CHRONICLE, Vol. I. page 359.

very early in the ensuing, he joined Rear-admiral Rodney, in the West Indies, and proceeded with him to the attack upon Martinique, the surrender of which was happily effected by the 16th of February.\* Captain Darby was sent home with the naval despatches, announcing the reduction of Fort Royal and its dependencies, for which he had the honour of being presented with a purse of 500*l.* for the purchase of a sword.

Another period of peace seems again to have laid Captain Darby upon the shelf; for it does not appear that he was further employed, till after his promotion to a flag. He was made Rear-admiral of the white squadron, on the 23d of January, 1778; and Vice of the blue, on the 19th of March, 1779. Immediately after the latter promotion, he hoisted his flag in the *Britannia*, of 100 guns, as second in command of the Channel fleet, under Sir Charles Hardy. In the month of August following, when the fleet fell in with the combined force of France and Spain, he commanded the van division.† Previously to this event, the Vice-admiral had officiated, as president, at the court martial for the trial of Sir Hugh Palliser, which lasted from the 12th of April till the 5th of May.

Sir Charles Hardy died in May, 1780; when Sir Francis Geary succeeded to the chief command of the Channel fleet;‡ Vice-admiral Barrington became second;§ and Vice-admiral Darby third. On the resignation of Sir Francis Geary, in the month of August following, he was succeeded in the chief command by the subject of this memoir.

On the 6th of September, almost immediately after the last-mentioned appointment, he obtained a seat at the Admiralty Board, as one of his Majesty's Commissioners for executing the office of Lord High Admiral; and, on the 26th of the same month, he was promoted to the rank of Vice-admiral of the white squadron. At the general election which took place about the same period, he was returned M. P. for the borough of Plymouth.

During the remainder of the year 1780, the Channel fleet was

\* *Vide* NAVAL CHRONICLE, Vol. I. page 263.

† *Ibid.* Vol. XIX. page 104.

‡ *Ibid.* Vol. XVII. page 166.

§ *Ibid.* Vol. V. page 190.

no otherwise employed than in occasional cruises ; but, in the course of the winter, great preparations were made to equip a formidable expedition for the relief of Gibraltar ; and, on the 13th of March, 1783, Admiral Darby sailed from Spithead, with the following squadron, escorting a convoy of upwards of 200 sail, on that service :—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Britannia.....	100	{ George Darby Esq. Vice-admiral of the White. 1st Captain, Rear-admiral Kempenfelt. 2d Captain, J. Bradby.
Royal George.....	100	
Prince George.....	98	{ Sir J. L. Ross Rear-admiral of the Red. Captain J. Boucmaster. Robert Digby, Esq. Rear-admiral of the R. d. Captain James Williams.
Queen .....	98	
Duke. ....	98	——— Hon. F. Maitland.
Formidable .....	98	——— Sir Chas. Douglas, Bart.
Namur.....	90	——— John Cleland.
Ocean.....	90	——— Her. Sawyer.
Union. ....	90	——— George Curry.
Foudroyant.....	80	——— John Dalrymple.
Alexander .....	74	——— J. Jervis.
Bellona.....	74	——— Lord Longford.
Canada.....	74	——— Richard Onslow.
Cumberland .....	74	——— Sir George Collier.
Courageux.....	74	——— Jos. Peyton.
Defence.....	74	——— Lord Mulgrave.
Dublin.....	74	——— J. Cranston.
Edgar.....	74	——— W. Dickson.
Fortitude.....	74	——— John Elliot.
Marlborough .....	74	——— Sir Richard Bickerton.
Vahant.....	74	——— T. Penny.
Bienfaisant.....	74	——— S. C. Goodall.
Inflexible.....	64	——— J. Braithwaite.
Lion.....	64	——— R. Cotton.
Magnanime.....	64	——— Hon. W. Cornwallis.
Nonsuch.....	64	——— C. Wolsely.
Repulse.....	64	——— Sir J. Wallace.
St. Albans.....	64	——— Sir Digby Dent.
Medway .....	60	——— C. Inglis.
Minerva .....	38	——— H. Harwood.
Flora.....	56	——— C. Fielding.
Monsieur.....	36	——— W. P. Williams.
La Prudente.....	36	——— Hon. C. Phipps.
Ambuscade.....	32	——— Hon. W. Waldegrave.
Emerald.....	32	——— Hon. H. S. Conway.
Crescent.....	28	——— Saml. Marshall.
		——— Hon. T. Pakenham.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Vestal .....	23	——— Hon. G. C. Berkeley.
Kite.....	14	——— H. Trollope.
Furnace fire ship.....	8	
Harpy do.....	3	
Fire-brand do.....	8	

Admiral Darby arrived off Gibraltar on the 12th of April, without the slightest interruption from the enemy, notwithstanding they had a fleet of superior force, ready for sea, in Cadiz harbour. On the following day, the victuallers and transports proceeded into the Bay, under the protection of a detachment of ships of war, commanded by Sir John Lockhart Ross,\* who shifted his flag from the Royal George to the Alexander, and superintended the landing of the stores and provisions, while the body of the fleet continued to cruise between the Straits' mouth and Gibraltar, to prevent any attack from the Spanish fleet, should it venture out of Cadiz. The whole of this service having been accomplished in about eight days, Sir John Ross rejoined the fleet, which, on the 20th of April, set sail for England. Admiral Darby reached Spithead on the 21st of May, having detached Admiral Digby, with ten sail of the line and two frigates, on a cruise to the westward. The only casualties which had occurred to the fleet, during its voyage, were, the loss of a mizen-mast in the Nonsuch, and a few men wounded in some of the frigates, by the random attacks of the Spanish gun-boats.

On the 20th of July following, Admiral Darby sailed from Spithead with the Channel fleet, on a cruise to the westward. On the 29th the combined fleet of France and Spain sailed from Cadiz. Its force consisted of thirty Spanish ships of the line, commanded by Don Louis de Cordova, and Don M. de Gaston; and nineteen French ships of the line, commanded by the Count de Guichen, M. de Beausset, and M. de la Motte Piquet. This fleet, after having conducted a number of transports (on board of which 10,000 troops, under the command of the Duc de Crillon, destined for the reduction of the island of Minorca) safe into the Mediterranean, proceeded to cruise off the mouth of the English Channel, with the view of intercepting a homeward-bound West

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\* *Vide* NAVAL CHRONICLE, Vol. VI. page 19;



India convoy. In this object they partially succeeded; M. de la Motte Piquet carrying nineteen of our vessels, from St. Eustatia, into Brest. This fleet continued to cruise at several times in the Bay, till the 5th of September, when it was separated in a heavy gale, and obliged to return to port. It is deserving of remark, that, during this short space of time, the French squadron alone buried 298 men, and was in such a distressed condition when it entered Brest, that 1,120 were under the necessity of being sent on shore to the hospitals.

At the time that the combined fleet was off Scilly, Admiral Darby repaired to Torbay, where he made every preparation in his power for the reception of the enemy, should they have thought proper to proceed up the Channel to attack. That, however, was not their intention; for, after enjoying a short and useless parade, they retired, and the year was suffered to close, without any further naval event of importance.

Admiral Darby held his station, as commander-in-chief of the Channel fleet, till the change of ministers took place, in the month of March, 1782, when he struck his flag, and never went to sea again.

A short time prior to this event, he had succeeded Sir George Rodney in the honorary appointment of Rear-admiral of Great Britain; that officer having been nominated as the successor of Lord Hawke (who died on the 17th of October, 1781) in the post of Vice-admiral. About the same time he was elected one of the elder brethren of the Trinity House.

The remainder of his life was passed in retirement. On the 21th of September, 1787, he was promoted to be Vice-admiral of the red squadron; the highest rank which he attained, as he died on the 26th of November, 1790, before any further naval promotion took place.

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#### HERALDIC PARTICULARS.

Admiral Darby married, in 1763, the daughter of Sir William St. Quintin, of Scampston, in the county of York, Bart. by whom he had two sons. He married, secondly, in 1776, Mrs. Bridges, relict of Thomas Bridges, Esq. He survived the latter lady only fourteen days; her decease, it is supposed, having in some degree accelerated his own.

## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

DREADEFUL EFFECTS OF ATTEMPTING TO EMIGRATE TO AMERICA:

**T**HE subjoined important statement is extracted from one of the Reports of the Highland Society of Scotland, dated January 12, 1802 :—

“ That the evil of emigration is likely to be progressive, if not interrupted, may be inferred from the fact, that so great a number of persons propose to quit their native country during the ensuing summer. The industry of those who make profit by the conveyance of these deluded people across the Atlantic, cannot be expected to suffer any abatement; and their profits are increased by means, which excite in the committee the strongest regret, and which expose the emigrants to circumstances of suffering and distress, during the passage, which are shocking to humanity. The committee had access to learn some particulars of a voyage of this sort, from direct communication with a person who was a passenger on board an emigrant ship that sailed for North Carolina in 1773. It was a vessel of 300 tons burthen. The number of persons on board were about 450, of whom 25 had, at coming on board, no berth nor bed of any sort, nor could any be afforded them during the passage, except as furnished by vacancies, owing to death. The water became scarce during the voyage, which lasted twelve weeks and three days. The thirst of the poor people was of course stimulated by feeding entirely on salt meat. For the last fortnight the allowance to each passenger was only an English pint of water for 24 hours; and many of the casks having been made of staves used in the tobacco and indigo trade, the water was often so impregnated with these nauseous ingredients, that the people sickened and threw it up. The consequence was, that they were seized with a dysentery, and 23 of them died before reaching Carolina, and the rest were landed in the most exhausted and debilitated state.

“ The committee have also had occasion to see a printed petition to the court of session, taking notice of some facts relating to an emigrant ship that took on board passengers at Skye, for Carolina, in 1791. In that case it appeared the vessel was of about 270 tons burthen: the number of passengers about 400, including women and children; so that their situation was most uncomfortable and dangerous, there being hardly room for them to stretch themselves. There were three tiers of beds fore and aft, and two midship. The berths for a full passenger\* were 18 inches broad.

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\* The term “ full passenger ” is explained in one of the documents produced. Every person above 16 years of age falls under that description.

Those fore and aft were only about two feet high, including the space occupied by bedding, so that it was scarcely possible to creep into them. The others were a little higher, so that the passenger could turn himself on his side, and rest on his elbow. To add to their calamities, they neither had sufficiency of victuals, nor proper cooking utensils, there being only two pots, of 24 pints each; which were quite inadequate to the preparation, in any reasonable time, of a meal for 400 persons. Had the vessel made out its voyage, the chief part of the people must have been consumed by disease and filth; which last was horrible; but after being twelve days at sea, the ship was dismasted, and put back to Greenock, where many of the passengers, especially children, died from the effects of the short voyage they had made. These unfortunate people were completely cured of their passion for America, and happily found an asylum in the benevolence of Mr. David Dale, who employed them in his extensive cotton manufactory in the vicinity of Glasgow.

“ Though the minute particulars of the voyages made last summer, have not come to the knowledge of the committee, they are enabled to state the following circumstances, for the information of the society. The whole burthen of two vessels from Fort William, is ascertained to have been 559 tons, and as already mentioned, the numbers they conveyed, though appearing by the clearances at Fort William to have been only 565 besides the crews, are on good grounds believed to have amounted to 700: they must therefore have been extremely crowded. The committee have indeed perused a letter from Collector Campbell, at Fort William, to the secretary of the society, giving an account of the accommodations on board these vessels; and the committee mention that gentleman's name with pleasure, as his humane conduct in the inspection he made, deserves the highest approbation; but they are bound to mention (what they have from authority on which they have every reason to rely) that the accommodations of one of the vessels (and perhaps also of the other) underwent a considerable change after she left Fort William. The Collector mentions two tiers of berths, with a space between of ten feet for exercise. This was a moveable platform; which when the vessel was afterwards fully loaded, was taken away to give place to a third and lower tier of berths, which the collector never saw, and to which the port holes he mentions could furnish no circulation of air. It is accordingly stated that 53 of the passengers died on board one of the vessels before reaching America.”

#### ELECTRICAL EELS.

M. HUMBOLDT, in his recent travels, affirms that the marshy streams of Vera and Rastro, in South America, are full of electrical eels, whose slimy body, dashed with yellow spots, communicate in every direction, and spon-

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Those under that age are classed together, and the amount of their ages divided by 16, gives a rule for estimating their space in the ship, the provisions allotted them, &c.

taneously, with a violent shock. These *gymnoti* are five or six feet long, and when they suitably direct the action of their organs, armed with an apparatus of multiplied nerves, they are able to kill the most robust animals. All fishes shun the approach of this formidable eel. It even surprises men, who, standing on the steep bank, are fishing with a hook, the wetted line conveying the fatal commotion. In this instance, the electrical fire is disengaged from the very bottom of the waters.

#### THE HOUSE OF COLUMBUS.

A FRENCH traveller, who not long ago visited the island of St. Domingo, and the town of that name, in the Spanish part of the island, speaks highly of the judgment of Columbus in selecting a situation so happy, where the heats of the climate are constantly moderated by breezes: he also drew the plan of the town, the streets of which cross each other at right angles, and are of considerable breadth. The house which that distinguished navigator and discoverer built for his own residence is still standing, but in a dilapidated condition; no respect is paid to it; no inscription marks it; no attention is bestowed on repairing it! Such is the gratitude of this island to the memory of Columbus, "who to Castile and Leon gave a new world."

#### FALL OF METEORIC STONES AT SEA.

THE following authenticated statement appears in a recent number of *The Rhode Island American Newspaper*:—

"MESSRS. DUNHAM AND HAWKINS,

"On the 17th of June last (1809) I took my departure from Block Island, bound to St. Bart's. We were steering E.S.E. and a southerly wind was blowing very brisk; the sky was cloudy and squally, accompanied with rain, sharp lightning, loud thunder, and rough sea. At three days' sail from Block Island, in lat. 30 deg. 50 min. N. long. 70 deg. 25 min. W. at eleven o'clock at night, a sharp and uncommon noise was heard astern of the vessel, resembling somewhat the report of a pistol, at two distinct and different times. A few minutes after this noise, the clouds separated over head, in the shape of a fog rainbow, and at that moment a stone fell on our deck, and at the same time a large quantity fell in the water under our lee, at the distance I should judge of about twelve feet. In about five or six seconds afterwards, the fog rainbow descended to the horizon. I suppose, from the quantity that fell in the water, that had they fallen on board, we should have suffered material injury. The stone that fell upon the deck I have preserved; it weighs above six ounces, is of the colour of iron, and appears to be impregnated with copper. Whether this stone was drawn up by a water-spout, which broke a little astern of us, I leave for others to judge. The weather still continued very thick and cloudy, attended with rain, sharp lightning, heavy thunder, and a rough sea. The stone may be seen and examined by any person who wishes to gratify his curiosity, by calling at the residence of the subscriber, in Westminster-street.

"BENNETT P. GATEWOOD."



The Connecticut meteor, that terminated in a stone, has excited much discussion amongst the learned philosophers, both in our country and in Europe.

We embrace the earliest opportunity to communicate any facts to the public which may throw light on this interesting question. Instances of phenomena of this kind, both ancient and modern times have been witnesses of, and the cause still remains unexplained. We have examined the stone, and it appears to be composed of iron, with spots of a substance resembling verdeggris interspersed, which leads to the supposition that it is impregnated with copper.

#### CAPTURED INDIAMIN.

*Particulars of the Proceedings on board the EUROPE, during the Action between the Hon. Company's Ship STREATHAM, Commodore DALE; the EUROPE, Captain GELSTONE; and the Hon. Company's Extra Ship, LORD KEITH, Captain CAMPBELL; and the French Frigate LA CAROLINE, of 48 guns, and 350 Men, commanded by M. FERLIER, on the Morning of May 31, lat. and long. the preceding Day, 10 deg. 24 min. N. and 90 deg. 48 min. East Long. per Chronometer.*

At 3h. 30m. A.M. observed a strange sail to windward, piped the hammocks up, cleared the ship for action, and beat to quarters, though from her first appearance we supposed her to be his Majesty's ship Victor, our late convoy, with which we parted only six days before. At 7 A. M. when within musquet shot, she hoisted the French ensign, and commenced a brisk fire of round, bar, and grape, which we immediately returned, and after a smart cannonade of thirty minutes, she wore round our bows, giving us her raking fire in passing, and running down to leeward of the Streatham, commenced the action with her. At this period we had two men killed, Thomas Roberts (armourer), and John Harmony (fore-topman), and one Lascar wounded. Our fore-topsail yard carried away in the slings, two shot through the foremast, four of the starboard, and two of the larboard, four shrouds cut through, all the topmast back-stays, braces, and bowlins, shot away, and the sails completely riddled, several shot in the hull, three of which were between wind and water. From 7h. 30m. A. M. until about eight, the Streatham was opposed to a smart fire from the frigate, when we observed her colours were hauled down. During this time every exertion was made on our part to join the contest, but from the crippled state of our rigging, &c. every attempt was fruitless, braces and bowlins being all shot away. The frigate now bore up, thwarted the Lord Keith's hawse, giving her a raking fire; wore round, kept firing at her in passing, hauled her wind under her stern, and gave her the rake astern, the Keith returning her fire as she passed, during this time we kept up a fire whenever a shot would tell.—The frigate now hove to on our larboard quarter, and recommenced the action, which was continued for about ten minutes, when she filled and stood to the N.W. At this time we had received several shots in the hull, on the larboard side. We then passed to

leeward of the *Streatham*, nine A.M. and hailed her to know if she had struck, which was answered in the affirmative. The *Keith* now made all sail, and stood away to the south and eastward. At a quarter past nine A.M. the frigate tacked and stood for the *Streatham*, to take possession of her. We had not at this time the least management of the ship, and the carpenter had reported there was five feet water in the hold. Captain Gelstone called in consequence a consultation of officers and passengers, before whom a statement of our damages was laid, and the different opinions asked what would be most advisable to be done, when it was the unanimous opinion that, from the *Streatham* having struck, the *Keith* having left us, and the disabled and unmanageable state of our own ship, it would but be sacrificing the crew to make further resistance; and having endeavoured by every means in our power to protect the property of the Company, and support the honour of the British flag, we were reduced to the unpleasant necessity of lowering our colours to the French frigate *La Caroline*, Capitaine Feretier, of 48 guns, and 350 men; and at ten A.M. we were taken possession of by M. Bazin, 2d Lieutenant, when Captain Gelstone and Officers were sent on board the frigate to surrender their arms, where every polite attention was shewn them.

*Particulars on board the Europe, after the Captain and Officers had quitted her.*

The leak in the evening increased to  $9\frac{1}{2}$  feet, and on the following morning, finding the water gain upon the pumps, made signal to the frigate, which came within hail; reported the situation of the ship, and received orders to remove the passengers on board the *Streatham*, to throw the guns overboard, and that boats would be kept in readiness to take out the people, should it be necessary to abandon the ship, in which case to skuttle her; applied for more hands, which was refused, as the boats of the frigates were not considered sufficient to relieve more than those already on board the *Europe*, and her own people.—The passengers were accordingly removed on board the *Streatham*, where they remained till the following day, and were treated with every possible attention and civility by M. Rabaudi, the Officer in charge, as well as by the passengers of that ship.

On the following day the leak on board the *Europe*, which was discovered to arise from the shot-hole of a thirty-six pounder in the counter, six feet under water, having been reported stopped, and the water got under, the passengers were ordered on board again, and the *Europe* made sail for the Isle of France, in company with the frigate and the *Streatham*. It is but common justice to Monsieur Bazin, before-mentioned, as well as to Messrs. Des Planches, the Officer who remained in charge, and to his second, Monsieur Duval, to say, that every possible attention was paid to the passengers, who were left in the undisturbed possession of the cabin, with a particular request that they would consider themselves therein as if nothing had happened, and whatever requests were made, they were granted with a readiness evincing a real wish to oblige. The only property lost was plundered by the lascars belonging to the ships. The men sent on board from the frigate, behaved with great civility.

The Ladies were, by this treatment, soon relieved from their fears, which must have been considerable, both from the unexpected commencement of the firing, before they had time to retire to the gun room, and from a shot having passed through it while they were there, and the splinters which in consequence flew on all sides.

In stating what is due to our enemies, we must not forget to pay a just tribute to the conduct of our friends also; and it is but truth to say, that every exertion was made on the part of Captain Gelstone, his Officers, and ship's company, the whole of whom evinced the utmost readiness to recommence the action; if that measure could in the general opinion, have been attended with such a prospect of ultimate success or escape, as to have justified the sacrifice of lives which must inevitably have ensued from a prolonged contest with a force so far superior to the Europe.

### FRENCH ACCOUNT OF THE ACTION.

*Port Napoleon.\**

*Extract from the Letter addressed from the Isle Bonaparte† to his Excellency Captain General Decaen, by Lieut. Feretier, Commandant of his Majesty's frigate La Caroline.*

My General—I have the honour of informing you, that on the 22d of July, I entered the bay of St. Paul, with his Majesty's frigate La Caroline, and two ships in company, which I captured in the Bay of Bengal, namely, the *Streatham* and the *Europe*. These two vessels are very richly laden; their cargoes consist chiefly of 1698 boxes of indigo, 1514 bales of dry goods, 1843 bales of silks, 11,000 bags of saltpetre, and 25 bales of handkerchiefs.

*Extract from a Journal of Lieut. Feretier, commanding his Majesty's frigate La Caroline:—*

On the 21st of May (previous to this date, M. Feretier had despatched two prizes) being in 9. 15. north lat. and 87. 20. east long. at day-light, a strange sail was announced by the watch. Three ships, with three masts each, were immediately descried to windward, steering N.N.E. distant about three leagues to starboard, under a press of sail, which I suffered to approach in succession, with a view to ascertain who they were. About five o'clock in the morning I prepared for action, and manœuvred so as to come up to

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\* Port Napoleon, formerly Port North West, is the principal place and harbour of the Isle of France, and the seat of the government of the Viceroy. General Decaen fills that office at present.

† Isle Bonaparte. The Isle of Bourbon has recently received this denomination, as a compliment to the new dynasty, and in order to destroy the memorial of the old. The difficulty of getting into and out of Port North West, the principal harbour of the Isle of France, causes the road of St. Paul, in the Isle of Bonaparte or Bourbon, to be generally preferred by the french cruizers for the superior facility of depositing their plunder, and starting on fresh enterprises,

them with all sails set. While we were coming up, the three ships did not in the least alter their course, and made private signals. Observing that we did not answer them, they interchanged signals among themselves. I then concluded that they belonged to the Company, having one tier of guns with cannonades on the fore-castle and quarter-deck (*les aillards*).—I immediately ordered every man to his station, and inspected them minutely. The spirit of alacrity manifested by every individual on board, gave me the surest pledge of succeeding in the disproportionate attack I had determined to make.

At six o'clock, being within musquet-shot of the sternmost ship, we hoisted the French flag, which was saluted by all my officers and men with the three cheers of *Vive l'Empereur!* and the action instantly commenced. Our fire was so well supported, that this ship, after maintaining her position above twenty minutes alongside of us, wore in order to get out of the range of our guns, and to repair her damage. Her fire was at first very brisk, but it slackened towards the conclusion. This ship being much disabled and ungovernable, and, observing the impossibility of her escape in that situation, I proceeded to attack the ship immediately ahead of her, which carried the Commodore's pendant. I directed the guns on the star-board side to be loaded, with express orders not to fire till we should be within pistol-shot.

At ten minutes before seven, we began the attack, and kept up an incessant fire for one hour, during which the two other vessels came up, and discharged several broadsides at our stern larboard quarter.

At half past seven, I had the misfortune to lose my master (*officiere de manœuvre*), M. Vandercruce, who was a most excellent officer; his head was shot off by a cannon ball, as he stood by me on the quarter-deck. The same shot carried off half of my hat, and wounded me slightly in the cheek. I then ordered M. Rabaudi, the second officer in command on the fore-castle, to replace M. Vandercruce.

At eight o'clock, our fire having been kept up without intermission, the Commodore's ship struck her colours. I instantly ordered the larboard tack to be made, and opposed my broadside to the two other ships who were now engaged with me. I directed my fire particularly against the headmost ship, and my two first broadsides were so well directed, that she shamefully took to flight. The second ship, being on the opposite, discharged two broadsides at us, and ran before the wind. We made the same tack with her, passing at a short distance from the ship that had struck, I determined to take possession of her, and for that purpose sent Mons. Rabaudi on board, with orders to take the command of her. On his taking possession, he immediately sent the English Captain and his officers to me, and hoisting the boat on board, I directed my course to the crippled ship, which was to leeward of us, making all possible sail, and still keeping up her colours.

That ship, seeing that we were bearing down on her, and gained considerably, hauled her wind, and struck her colours. I sent M. Deplanches,



Sub-Lieutenant (*enseigne de vaisseau*) on board to take the command of her. The report which he made of the bad state in which her hull was, having received three shot under water, which caused her already to make twelve feet of water, and the damages sustained in her masts and rigging by the vessel which had just struck, obliged me, to my great regret, to suffer the third to escape, she being at this time three leagues to windward of us.

I now thought only of shifting the prisoners and their effects. The number of the prisoners amounted to 200 Europeans, who were found divided among the two vessels. The pumps of the *Europe* could not be kept free by the small number of people that remained on board her. I sent Mons. Bazin, one of the first Lieutenants, with a strong party of my crew, to give all the assistance that might be necessary. The zeal with which M. Bazin and the officer commanding, applied themselves to repair the damages of the ship, soon put her in a condition to make her way to these islands. I likewise sent a strong party on board the *Streatham*, to repair the damages sustained by her. I employed two days in putting both the prizes in a condition to make sail, and upon consideration I resolved to convoy them. We therefore steered altogether for the isles of France and Bonaparte (*Bourbon*.) The *Streatham* being put in a condition to mount her guns, which consisted of thirty-six eighteen-pounders, I put French seamen on board her, in order that M. Rabaudi, who had the command, might be able to second me in the event of falling in with the enemy.

The *Europe* had originally the same number of guns, but having been obliged to throw a great number of them overboard to lighten her, I contented myself with sending on board that ship merely the number of men necessary to navigate her, and to ensure her safety.

It is with great pleasure, my General, that I report to you the bravery displayed in this business by M. Leroux, my chief Lieutenant, who has shown himself a gallant officer; M. Bazin, who commanded the guns on the main deck; Messrs. Rabaudi, Desplanches, Truchard, Robin, officers of detachment; the Gentlemen Midshipmen, Masters, and in a word, all on board the frigate I have the honour to command.

#### MALTESE HOSTILITY.\*

“WITH a letter (from Sultan Morad IV.) and several presents, Sir Thomas Rowe embarked on the *Sampson* frigate (1633) in order to sail for England, but coming before Malta and being there becalmed, four galleys came out of the haven and set upon the English vessel, but after seven hours hot dispute, were forced to retire, with the loss of thirty-six knights of the order, and 264 common souldiers and rowers; when in the *Sampson*, only one Jew, a passenger, was killed, and about six men wounded, yet the ship was grievously rent with culverin shot, and had been lost had the sea been outrageous.”

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\* From History of the Turks, I. 3. Lond. 1633.

## OLD ENGLISH VALOUR.\*

"ABOUT this time (1629) a fight for the space of four hours was maintained by two English merchantmen, against 30 of the Turks gallies, till at last the English, finding themselves too weak for such odds, fired their vessels, and cast themselves over board, where many of them perished, and those that were taken up put to the oars; in this fight a thousand Turks were slain, and amongst them several *Beys* and men of note; of this apparent injury done by the Turks, his Majesty of Great Britain by his letter complained to the Grand Signeour, requiring that those that were taken captives might be restored to their liberty, that so a right understanding might continue, but the Turks alledging that the voyage of the two ships were unlawful, by reason they traded in the Levant for corn, the Ambassador [Sir Peter Wyche] could little prevail, and had much ado to save the lives of the captives. Yet in the end, to hinder the dissolution of the Turkish trade, and to please the Grand Signeour, a decree passed in the *Star-chamber* prohibiting the corn trade in the Levant, upon which several of the captives were set at liberty."

## PIRATICAL WARFARE.

"THE Turkish pyrates of Argiers having broke the peace sometime since made with his Majesty of Great Britain, and taken several English vessels, viz. Anne of London, John of Exeter, Thamar of Colchester, Posthorse of London, Rosemary of Yarmouth, William of London, Amity of Plymouth, Fortune of London, Unity of Barnstaple, and the Mary-land merchant, (which last fought two Algerine men of war almost one whole day, but at last taking fire, she, together with most of her men, perished) to curb their insolency, the Vice-admiral Herbert, with the squadron of H. M.'s frigats under his command, was appointed to cruze in those straights, who with such success happened on those roving thieves, that within the space of two years, he took and destroyed 40 of their ships, recovering a great number of Christian captives, and brought those pyrates so low, that not only they, but those of Tripole and Sally, were obliged to truckle, and receive such terms of peace as the victor would allow. Amongst the many engagements that happened, this is remarkable: on 8 April, 1681, Captain Booth, in the Adventure frigate, cruizing to the leeward, got sight of a great Turks man of war, with a prize, which she towed at her stern, the which, upon a more full discovery, proved to be the Golden Horse, of Argiers, mounted with upwards of 40 guns, and 500 men, commanded by one Morat-Raïza,† a Dutch *renegado*, with which, about ten in the morning, near Cape de Gal, he began a sharp fight, which continued till about 3 in the afternoon, when the Algerine having her main-mast shot by the board, and her captain's thigh broken by a musket bullet, the Turks were about to

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\* This extract affords historical proof of the anecdote of British Bravery, inserted page 35 of this CHRONICLE.

† Raïza or Raïs means generally chief, but specifically captain.

yield, but seeing a fresh ship with Turkish colours (which afterward proved to be H. M.'s frigate *None-such*, Captain Wheeler, commander) they took new courage, and continued the fight with extraordinary resolution till night, at what time the Algerine had 120 of her men wounded, and near as many killed, all her masts shot by the board, and 5 or 6 foot deep of water in the hold, Captain Booth having likewise all his rigging cut in pieces, and every thing out of order, and apprehensive of engaging in that condition with the said fresh ship, which he supposed to be an enemy, commanded the *Calabash* fire-ship, then attending him, lest the prize should escape, to burn which of them she could most conveniently grapple, which had been put in execution, had not the fire-ships boat been in the night time accidentally staved; next morning by break of day Captain Wheeler came up, and being within half culvering shot, put out the English colours, and bearing directly upon the Algerine, seized her without firing a gun. By this action 37 English captives were redeemed, and of Dutch and Spaniards 413.

## ALTERATIONS IN THE BED OF THE THAMES.

WITHIN a few years, the bed of the River Thames has altered so materially at Woolwich, that where a line-of battle ship formerly floated, with many of her stores on board, a frigate with nothing in her will now ground; and, notwithstanding 120,000 tons of mud and soil have been taken out of that part of the river within the last ten months, no relief has been afforded to the ships at their moorings. This is a most important subject, seriously demanding the attention of the Admiralty: we know there is an old book in existence, which, in treating of the River Thames, clearly proves, that the care of its navigation belongs exclusively to the King, and that the power which has long been vested in the Lord Mayor, does not by strict right belong to him. This curious fact is, we believe, in the possession of that experienced navigator, Mr. Whidbey, the master attendant at Woolwich, and it is to be hoped he will bring it before the public.

## CORRESPONDENCE.

MR. EDITOR,

*Whitehaven, 27th October, 1809.*

**R**EFLECTING, some time since, upon the delay, and consequent expense, incurred by vessels in sailing up or down rivers—perhaps amongst dangerous shoals—which can only be navigated in the *day time*, it appeared to me a matter of importance to the mercantile world, to discover a method by which their navigation might be accomplished in the *night*. This, I presume, may be effected by the use of different coloured lamps, placed according to a plan which I will endeavour to describe.

Suppose a ship, homeward bound, arrives in the mouth of a river, and that the pilot is desired to conduct her, through a crooked channel, to an anchoring place (which I will call H.) bearing due north from the ship, reflecting lamps having been previously lighted up in their proper stations. In

consequence of the crookedness of the channel, the ship cannot proceed direct north, but must first steer to the larboard, or in a north-west direction, towards a given point at B ; then to the starboard, in a north-east direction, towards a given point, at D. ; and then again to the larboard, towards the point F. Two lights, suppose of a yellowish hue, placed at B. should first be kept in a line, so as to appear only as one light, till the pilot perceives a blue light on the larboard side, at C. He must then change his course, and steer to the starboard, making towards D. where he will perceive two lights, of a reddish hue, which he must also keep in a line, as one light, till he discovers another blue light, on the starboard side, at E. In this position, turning again to the larboard, he will see two lamps, (of pink, brown, or any other distinguishable colour) in a line, at F. which he must keep in one, as before, till another blue light appears, to the larboard, at G. The ship will then have arrived at the anchorage, H.

The lamps I would propose should be displayed upon posts, and so contrived, as to be hoisted, or lowered down, at pleasure, for the convenience of illuminating, &c. and placed at least half a mile apart from each other.

Being tinged with different colours, these lamps will be sufficiently distinguishable from any other lights that may appear in their neighbourhood. They should also, I think, be provided with a blinder, on each side, to conceal them from view, in every other direction but that in which they may be useful, as intended.

I would not recommend them to have a deep tinge, as that, I suppose, would require a very brilliant flame to render them conspicuous at a distance; but they should have a colour sufficiently apparent to make them easily known. The nearest reflector ought always to be rather lower than the one more remote.

Boards, painted of different colours, may, if thought necessary, be fixed to the posts which sustain the lamps, to serve as guides to the pilot in the day time.

In case the sands should shift, and alter the channel, these posts may be removed, with very little trouble or expense.

To render sailing up the river as safe as possible, in a dark night, I think it would be proper to have two boats, preceding the ship, one on each bow, to take soundings, and communicate the depth of water to the pilot, by means of lanthorns, or otherwise; keeping one or two hand leads going on board the ship.

It is scarcely necessary to add, that, when outward bound, the directing lights should be kept in a line a-stern, to conduct the ship down the river in safety; taking the same precaution of having two boats so placed ahead.

If you think that the above ideas are deserving a place in your instructive *NAVAL CHRONICLE*, you are at liberty to insert them.

I am, Sir,

Your obedient humble servant,

*J. S. Surhouse*



*Letter from the President of the Society of Merchants to Vice-admiral HOLLOWAY, Governor of Newfoundland, on his leaving the Island.*

SIR,

*St. John's, 21st October, 1809.*

**T**HE Society of Merchants have directed me to make known to your Excellency, the very grateful sense they entertain of the facilities afforded them upon all occasions in the prosecution of this very important branch of commerce, during the term of your Excellency's government of this Island.

The polite and ready attention, Sir, which you have invariably shewn to the representations they have conceived it to be their duty sometimes to make, has forcibly impressed them with sentiments of veneration and esteem for your person and character; and they cannot but feel real concern, that the period should be arrived, when the continuance of an authority, which has been exercised with moderation, with dignity, and with a religious regard to the general interests, will, in the customary course of the government, cease; nevertheless, they will still cherish a hope that the essential services rendered the trade and fisheries by your Excellency, may induce your return to this government.

Could their approbation, Sir, reflect any additional lustre on a character not less distinguished for private worth, than for public virtue, your Excellency has a just claim to that approbation; too proud to profess sentiments they do not feel, and too just (they trust) to acknowledge merit where it does not exist, it is a duty which they owe to their public situation, to declare, without disguise, their sentiments on this occasion.

Your Excellency will go from the government of Newfoundland accompanied by the regret and esteem of all good men, and whatever in these momentous times may be your future destination, whether employed in the service of your country, or seeking repose in the bosom of retirement, they most sincerely wish you every happiness.

I entreat your Excellency to believe, that I feel a sincere pleasure in having been chosen as the medium of this communication, and with assurances of the most profound respect and esteem, I beg leave to subscribe myself, Sir,

Your Excellency's most obedient,

And very humble servant,

(Signed)

J. MACBRIDRE,

President of the Society of Merchants.

*His Excellency the Governor, &c.*

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*Admiral Holloway's Answer to the Society of Merchants' Address.*

*Fort Townshend, St. John's. Newfoundland,*

*22d October, 1809.*

SIR,

**I** AM honoured with your letter of the 21st instant, in behalf of the Society of Merchants at St. John's. The sentiments it contains, coming from so respectable a body, and so fully expressive of their approbation of my conduct, will ever afford me the most pleasing reflection.

In the discharge of my duty, I can, with great truth, aver, I held no other object in view, than that of the general welfare of the Fishery, and the instructions of my Royal Master. I beg you to assure the Society, that the several papers committed to my care shall be faithfully laid before his Majesty's ministers, with my earnest recommendation for their serious consideration.

It is much to be lamented, that the chief justice and merchants do not act together with more cordiality : I trust, however, that the public business will not be neglected, or the authority, or respect to the court, so highly necessary to be supported in the government of this island, be in any way lessened. With every sincere wish for the prosperity of this island, the welfare of the Society of Merchants, and Community at large, I beg you to believe me to be,

Your faithful and obedient servant,

(Signed)

“ J. HOLLOWAY.

*James Macbraire, Esq. President  
of the Society of Merchants,  
St. John's.*

MR. EDITOR,

NOT having seen in any publication a list of those naval officers on whom his Royal Highness the Prince Regent of Portugal bestowed the Order of the *Tower and Sword*, (revived by his Royal Highness to celebrate his departure from Lisbon on the 29th of November, 1807) I am induced to send you their names, and also the names of the ships to which they belonged at the time of receiving the honour, in order that you may, if you should think proper, insert them in your valuable and interesting publication.

I remain, your's, &c.

B. Y.

Commander, Grand Cross of the Order, Rear-admiral Sir Sidney Smith.

Commanders of the Order, Captain R. Lee . . . . . H. M. S. Monarch.

———— T. Western . . . . . London.

———— James Walker . . . . . Bedford.

———— C. M. Schomberg . . . . . Foudroyant.

Knights of the Order, Lieutenant J. Gore . . . . . Marlborough

———— G. H. Tremlett . . . . . Monarch

———— J. Simpson . . . . . London.

———— J. Scott . . . . . Bedford.

Midshipmen T. Western . . . . . London.

———— T. Curzon . . . . . President.

This Order has, by some people, been improperly called the Order of Fidelity, a mistake which possibly has arisen from the motto being “*Valor e Lealdade*” (Valor and Fidelity).

MR. EDITOR,

AS you some time ago furnished your readers with a memoir of the professional services of Vice-admiral Sir Edward Pellew, Bart.\* I take the liberty of transmitting you the enclosed Resolutions, as forming an interesting addition to the information therein contained.

I am, your's, &c.

A. B. C.

At a numerous meeting of the merchants, ship-owners, and underwriters of Bombay, held pursuant to advertisements, on Monday the 19th day of December, 1808, for the purpose of taking into consideration the expediency of expressing to his Excellency Vice-admiral Sir Edward Pellew, on his approaching departure to Europe, their acknowledgments for the protection afforded by his Majesty's navy to the trade of this port :—

CHARLES FORBES, Esq. in the Chair.

The proceedings of the meeting were opened by a reference to various documents on the table, comprehending Sir Edward Pellew's correspondence with Mr. C. Forbes; his communications to the merchants of this settlement relative to convoys; an account of the convoys given, and of ships protected, since the year 1805; the rates of premium during that period, contrasted with those of former times; and a statement of the out-turn of public and private insurances, since February 1806: when a series of resolutions grounded thereon was submitted to the meeting, and, the substance of which having been discussed and approved of, they were referred to the consideration of a committee, composed of the chairman, and Messrs. Money, Elphinston, Warden, Inglis, and Briscoe, who, having retired for that purpose, upon their return presented the following resolutions, which were duly put, and carried unanimously :—

“ 1. Resolved, that it appears to this meeting of Merchants, Ship-owners, and Underwriters of Bombay, to be an indispensable act of justice, more especially under existing circumstances, publicly to declare, on the approaching departure of his Excellency Vice-admiral Sir Edward Pellew, for Europe, the extent of the protection which the commerce of Bombay has received since the assumption, by his Excellency, of the command in chief of his Majesty's ships in the Indian Seas.

“ 2. Resolved, That it appears, from a document framed in the Insurance Office of Bombay, that the rate of premium from Bombay to China, and from China to Bombay, from the year 1798 to 1805, fluctuated between 12, 10, 9, and 8 per cent. whilst during the period of Sir Edward Pellew's command, from 1805 to 1808, inclusive, it has stood at eight per cent. with a return of three per cent. if sailing with convoy, and at five per cent. warranted with convoy; the rate of insurance has, therefore, been fifty per cent. lower on the commerce of the port of Bombay during Sir Edward Pellew's command than at any former period.

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\* *Vide* NAVAL CHRONICLE, Vol. XVIII. page 441, *et seq.*

" 3. Resolved, That since the arrival of Sir Edward Pellew (a period of only three years) 110 ships have exported and imported to and from China, under convoy during the whole voyage; whilst only twenty-eight have run the passage unprotected, in consequence of the sailing out of the seasons fixed for the regular convoys; at the same time that those which have departed unprotected on the eve of appointed convoys, or have separated in the course of the voyage, have not failed to attract the notice and remonstrance of his Excellency.

" 4. Resolved, that the operation of the system of convoys has afforded complete security to the trading capital of Bombay, of which the amount insured at this settlement, from the 1st of May, 1805, to the 31st of October, 1806, has been five crores and thirty-seven lacks of rupees (5,37,00,000 Rs.) or, six million seven hundred thousand pounds sterling (6,700,000l.) that the premium paid by the trade, on that sum, amounts to thirty-five lacks sixty-one thousand rupees (35,61,000 rupees), or, pounds sterling, four hundred and forty-five thousand; that the losses, by captures, amount to rupees, four lacks and ninety-three thousand; or, sixty-one thousand pounds sterling, (61,000l.) that the losses by sea risks, extend to five lacks, fifty two thousand rupees, (5,52,000 Rs.) or, sixty-nine thousand pounds sterling, (69,000l.) and that the profits to the Underwriters amount to the sum of twenty-five lacks fifteen thousand rupees (25,15,000 Rs.) or, three hundred and fourteen thousand pounds sterling, (314,000l.) the losses by captures being under one per cent. on the principal insured, and exceeded by those arising from sea risks; whilst the former have occurred beyond the influence, or have been the consequence of a departure from that regular system of convoy, by which the commerce of the Western Division of the Peninsula of India has been so extensively benefited.

" 5. Resolved, That the advantage resulting from protection by convoys, which the trade of this port has thus experienced, has originated in that system which was established, and has prevailed, since the succession to the command of his Majesty's ships in India by Sir Edward Pellew; a system proposed at his express invitation, in the letter addressed to his Excellency by the three leading firms, in behalf of the merchants of Bombay, on the 12th of February, 1806, and adopted in the reply of his Excellency's secretary of the following day.

" 6. Resolved, That at a time when the enemy has sacrificed his maritime reputation, and every feeling of naval ambition, to a degrading system of privateering, in the prosecuting of which, national ships of superior force and construction are employed for the purpose of committing depredations on our trade; it is indispensable to the successful prosecutions of our commercial interests; essential to our national credit, and justly due to the characters of those to whom the protection of these valuable and important trusts is committed, that a steady adherence to that system should be observed; of the solid advantages of which, the experience of three years has afforded so decided a proof.

" 7. Resolved, That independently of the ample protection afforded to the commerce of this port, his Excellency Sir Edward Pellew has manifested a degree of personal anxiety for the security of its trade, characteristic of



that zeal and vigilance which have ever distinguished his professional career; that the interference of his Excellency led to the advertisements issued at his suggestion, by the Insurance Society of Bombay, in the year 1806, promotive of encouragement to sail and continue under convoy; and, consequently, to the salutary provisions contained in the proclamations published by the governments of Bengal and Bombay, in the year 1807, restrictive of the practice of ships separating from convoy; and, moreover, that his Excellency's solicitude in this respect has succeeded in establishing a degree of control over the shipping in this port, hitherto unknown in the Indian Seas.

" 8. Resolved, That these important facts, as established by the most minute investigation, do eminently entitle his Excellency, Sir Edward Pellew, to a more formal declaration of those grateful acknowledgments, which he has already received, from a great and decided majority of the Merchants, Ship Owners and Underwriters of Bombay.

" 9. Resolved, That these Resolutions be communicated to his Excellency, Sir Edward Pellew, with a suitable address, and published in the *Bombay Courier*.

" The thanks of the meeting were then unanimously voted to the chairman for his conduct in the chair.

" CHARLES FORBES, Chairman."

## PHILOSOPHICAL PAPERS.

### SEA SERPENT.

**I**N the Twenty-first Volume of the *NAVAL CHRONICLE*, page 127, appears an interesting paper respecting the enormous sea serpent, as it was generally termed, which was cast ashore on one of the Orkney Islands, in the autumn of 1808. The fragments of this extraordinary marine animal were at that time expected to be deposited in the Edinburgh University Museum; but we have since learned, that the skeleton of the head was sent to London, where Mr. Everard Home wrote a treatise on it, which he afterwards read before the Royal Society. We have not seen Mr. Home's treatise; but a very intelligent writer, in a late number of the *Edinburgh Weekly Chronicle*, after noticing the circumstances which we have mentioned, subjoins the following judicious remarks, which, we think, will also prove acceptable to our readers:—

" The fragments of this curious animal, instead of being collected in one place, and examined and compared together, have thus, it seems, been dispersed; and, I can easily conceive that, from the examination of detached parts, erroneous conclusions must inevitably have been drawn. The naturalists here, judging from the specimens in their hands, and from drawings furnished to them, were, I understand, of opinion, that the sea

snake must form a new *genus*, to stand perhaps next to the *squalus* or shark. Those in London, having, as already observed, by some unaccountable means, become possessed of the skeleton of the head, appear to have found in it the principal generic characters of the *squalus*, and to have considered the institution of a new *genus* to be unnecessary. It had been well, however, if they had paused here; for it seems to me impossible to believe, that it should not at least be a new and non-descript *species* of shark. Mr. Home, however, if my information be correct, has declared, that the great sea snake of Orkney *can be* nothing else than the *squalus maximus* of Linnæus, the basking shark of Pennant, or the sail fish of this country.

“ Now I must in the first place remark, that the largest basking sharks I ever heard of were from 23 to 33 feet long, from the tip of the snout to the extremity of the longest fork of the tail. This Orkney animal, however, was no less than 55 feet long, exclusive of the tail. This discrepancy of size alone would stagger some.

“ In the next place, basking sharks are by no means uncommon in the Orcadian friths, especially in the summer season, and their appearance is familiar to most of the inhabitants. Yet none of the persons who saw the sea snake ever gave a hint of its resembling the sail fish. The sketches, too, made or corrected by those who saw the animal in its complete state, make not the least approach to the figure of a basking shark.

“ But, to descend, in one instance, to particulars—the mane, as it has been popularly styled, forms doubtless one of the most prominent marks of discrimination in the sea snake. How, then, does Mr. Home dispose of the mane? If I be not misinformed, he laughs at it, and alleges that it seems probable that some lacerated fragments of the dorsal fins may have given rise to such a report! Mr. Home has here committed himself in an extraordinary manner, by drawing conclusions entirely beyond the evidence in his hands. Had those who sent him the skeleton of the head, favoured him also with some of the *cirrhi*, or filaments composing the mane, they would have saved him from placing himself in such a predicament. The fact is, these filaments (of which I have seen and examined above fifty specimens) are not only of a peculiar shining substance, altogether different from the cartilage of a shark’s fins, but are of a regular cylindrical shape, exceedingly tough, and greatly resemble the sort of fishing line called Indian sea grass. They seem quite imperishable, and not in the least inclined to putrescency: while the cartilage of a shark’s fin is very ready to run into putrefaction. I shall only add, that the whole of the persons who saw the body as it lay on the strand, concur in affirming that these filamentous appendages extended in a series along the whole stretch of the back, whereas the basking shark has only one large dorsal fin, and a small one, occupying, both together, not above a tenth part of the back. The filaments, it is said, were placed in a groove along the back, and, as the carcase was putrid, they were easily pulled out by the roots: it thus happened, that every one who visited the animal, plucked away some of them to send as relics or specimens to their friends, and the appearance and structure of these *cirrhi* are therefore known to a great number of persons.

"If any additional proof of the two animals being distinct were required, the very striking difference in the relative proportional thickness of their bodies might be mentioned. The basking shark cast on shore in Dorsetshire in 1807, the largest, it is believed, seen for many years past, measured 28 feet in length, and the body, where grossest, was no less than 20 feet in circumference. A basking shark, of double the above length, or 56 feet (and the Orkney animal, it will be remembered, measured 55 feet exclusive of the tail) might reasonably be expected to have a much thicker body; we might presume that it would be 30 feet in circumference, if the diameter increased in any reasonable proportion with the length. But every account agrees in telling us, that the body of the great sea snake, where thickest, was only "equal to the girth of a horse;" by which the Orkney farmers must, of course, be understood to mean their own sort of horses, which would be ranked as poneys. The girth of an Orkney horse may, I believe, be considered as from four to six feet at most. I conclude, therefore, with some confidence, that, if the body of the great sea snake, measuring about 55 feet in length, nowhere exceeded six feet in circumference, this animal could not possibly be the basking shark of natural history, but must have been a very different animal, entirely unknown to naturalists.

"ORCADENSIS."

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## CORRECT RELATION OF SHIPWRECKS.

### No. XXXVII.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

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## LOSS OF THE HARLEQUIN, HIRED ARMED SHIP.

THE subjoined account of the loss of the Harlequin, off Seaford, on the 7th of November, 1809, is extracted from a letter, addressed by a young officer belonging to that ship, to his parents:—

"No doubt you have before this heard of our misfortune, and wondered at not hearing from me. We are all in a wretched condition, and should have been much worse, had it not been for the activity and generosity of the officers of the 81st regiment, whose conduct I shall always remember with gratitude. We sailed as you know from Plymouth Sound, on Tuesday afternoon, with a fair wind, having a convoy of 27 sail under our care: We continued with a fair wind all the way, not having more of it than we could wish for.

"I have seen the papers, which give a very incorrect statement of the melancholy affair. We struck about four o'clock on Thursday morning, when most of us were in our hammocks; but we were very soon upon deck, and cut away the masts, thinking we might get off; but the tide

flowing in, our efforts for that purpose were unavailing. Little did we think at the time we were so near the shore; all of us thought we had struck on a rock; and we immediately fired our guns, and burnt blue lights till all were expended; yet the convoy continued to follow us, and six of them struck; the rest hauled their wind and got safe off: those on shore soon went to pieces. Our's being the first vessel that struck, and nearest the shore, we lost only two lives, but many poor souls belonging to the other vessels perished, amounting in the whole to forty. Such a wreck is scarcely to be remembered; I was washed off three times; once with a child in my arms, which a lieutenant had left on board with its mother, both of whom I ultimately succeeded in getting to the shore, though with much difficulty, as we were the last on the wreck."

## IMPROVEMENTS IN NAVAL ARCHITECTURE.

A GENERAL failure of the required supply of wood knees, for ships in his Majesty's service, having rendered an effectual substitute a *desideratum* in naval architecture, Mr. Roberts, of the Navy Office, some time ago, happily succeeded in the invention of a method of securing the beams of ships to their sides, and of superseding the necessity of standards, top and breadth riders, and nearly of wood knees altogether. For this invention, he was presented by government with a pension of 800*l* in consequence of a recommendation from the Lords of the Admiralty; and he has since been honoured with the silver medal of the Society of Arts.

The subjoined, is a list of such ships as have been built, and are building, for his Majesty's service, the beams of which are secured by iron knees, agreeably to Mr. Roberts's plan:—

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
Lively .....	38	Aboukir .....	74
Melampus .....	36	Caledonia .....	120
Jason .....	32	Milford .....	74
Hebe .....	32	Cornelia .....	32
Circe .....	32	Nereus .....	32
Pallas .....	32	Bucephalus .....	36
Alexandria .....	32	Semiramis .....	36
Thames .....	32	Dolphin .....	44
Resistance .....	38	Ajax .....	74
Spartan .....	38	Conquestadore ..	74
Undaunted .....	38	Vigo .....	74
Valiant .....	74	America .....	74
Elizabeth .....	74	Berwick .....	74
Cumberland .....	74	Vengeur .....	74
Venerable .....	74	Scarborough .....	74



## NAVAL STATE PAPERS,

*Relating to the Expedition to the Scheldt, presented by his Majesty's Command to both Houses of Parliament.*

**T**HIS extensive collection of Papers is arranged under four heads:—*Intelligence; Preparation of the Naval Force; Departure of the Armament, and Subsequent Operations; and, Evacuation.*

We shall endeavour to present the reader with a brief abstract of their respective contents, in order that he may be able to form an opinion of his own, as to the solidity of the grounds upon which the Expedition was undertaken, and as to the manner in which it was carried into effect.

Under the head *Intelligence*, are forty-five articles.—No. 1, consists of answers to questions put by ——— to two confidential persons; but, though the word *instant* frequently occurs, it is without a date. The number of troops in Flushing are represented as about 3,000, nearly 2,000 of which were Prussians: 12,000 other troops were shortly expected, to be encamped in the neighbourhood of West Capel. The military duty at Flushing, Middleburg, and Campvere, was performed mostly by the burghers; in consequence of a severe and general sickness, supposed to arise from the badness of the water. Half of the inhabitants were affected, and the deaths at Flushing averaged 30 per week.—Flushing was said to be very strong in batteries, mounted with large brass guns, towards the sea; but, on the land side, only 13 guns were visible, and no artillery corps were seen in the town. In the basin, or docks, were seven two-deckers, and one frigate (mostly new) equipping; one frigate, and two brigs, in Flushing roads, ready for sea; all of which, it was supposed, might be taken or destroyed. At the West Capel, and Leone Point, on the other side of Walcheren, were a seven and an eight gun battery, defended by 50 men each. Off Leone Point lay 20 galliots, of eight guns each, and a gun-brig of 10 or 12 guns; and, two miles above, in Campvere Roads, was the Growler gun-brig (formerly British). The east side of Campvere harbour was defended by a four gun battery.

No. 2, consists of queries (with their answers) put by the Lords of the Admiralty to Sir J. Saumarez and Captain Owen. These officers gave it as their opinion, that the line-of-battle ships should proceed, in the first instance, to take a position in the entrance of the Scheldt, to prevent the escape of the ships in Flushing, on the arrival of reinforcements from Antwerp; that the island of Walcheren could not be invested, till the troops were in possession of Fort den Haak, Campvere, Arneymuden, St. Joost's Island, and the Castle of the Rammekins; that all the remaining force would therefore be applicable, in the first instance, to assist in the disembarkation of the troops, and to cover the landing at the different points of attack, that the number of troops, which the navy could undertake to put on shore in one body, at each place of landing, supposing two attacks to be made on opposite sides of the island at the same time, must depend upon the number

of flat boats employed upon the expedition; but that, from the proximity to the shore, a body of 5,000 men, including a portion of light artillery, might be speedily landed; that vessels of any [much] draught of water could not well be employed on the side of Campvere, and off East Capel, the landing not seeming good, or certain; that, supposing the weather unfavourable for a landing on the first arrival of the fleet off the coast, the transports (unless in a gale of wind) might safely remain at anchor, within the Banks, till the weather should moderate; that, preparatory to the blockade of the island, the line-of-battle ships should take their station in the mouth of the Scheldt, leaving a division in the Rempoot Channel, to guard the side of Helvoetsluys; that the Channels must be buoyed, by anchoring vessels, before the ships can proceed to the place of disembarkation; that the landing could not be made before 48 hours after the arrival of the fleet; that, should the enemy be found in greater force than was expected, and the landing be unsuccessful, the retreat would be extremely hazardous, and could not be effected without great loss; that the aid of pilots might be obtained, and could not be dispensed with; but that, if small vessels were placed in the Channels, a great number would not be required; that no interruption to the blockading force was to be apprehended from the Texel, with westerly winds; that the Boulogne flotilla must be guarded against by an adequate force; that, however, the inland navigation, about Walcheren, furnished great numbers of craft, of easy draught of water, and very fit to be converted into gun-vessels, of which the enemy might be expected to avail himself; and that the arrival of succours from Helvoetsluys, by the inland channels, must also be guarded against.

No. 3, consists of additional queries, put by [to] Sir J. Saumarez and Captain Owen, with their conjoint answers. They express their opinion, that, at the spot where the landing of the troops would be proposed, the water was of sufficient depth to allow of ships to approach near enough to the shore to scour the beach and silence the batteries; that, however, there are sand-hills at the place, which would afford protection to the enemy from the fire of the ships; that it would be advisable to make a feint at the point of East Capel, with one-fourth of the force; that the remaining three-fourths should be landed between Zoutland and Dykeshook; that the reserve might then be landed near East Capel; that the force agreed upon (not mentioned) would be fully sufficient to prevent the passage of reinforcements, supposing the land batteries to be in possession of the troops; and that the requisite number of seamen, to forward the guns on shore, till horses could be landed, might be spared from the ships.

No. 4, announcing the appearance of seven ships of the line, two frigates, one brig, and one ship sloop, all dismantled, in the Old Harbour of Flushing, on the 2d of January, 1809, is a letter from Captain Boxer, of the Skylark, to Captain the Hon. G. H. L. Dundas.

No. 5, is a letter (secret) from Vice-admiral Campbell to Mr. Pole, dated Princess of Orange, in the Downs, 13th January, 1809. The following extract contains some information respecting the enemy's ships in the Scheldt, obtained, according to orders, from a person confidentially employed for the purpose:—

" States that he landed at Canveer on Sunday night the 8th instant, and proceeded to Flushing, (across the Moates, they being frozen over) which place he left the following night, between ten and eleven o'clock at night, in a boat which he purchased there. On the Monday he saw the shipping, and was on board three of the French line-of-battle ships. Their force consists of nine sail of the line, and two frigates, one brig and five schooners, all in the Basin. The line-of-battle ships are unrigged, with their tops and caps off; their guns are on the quay; and their provisions, stores, &c. in warehouses, and have only part of their ballast on board; the crews are sickly, and live part of them in barracks, and part on board the ships which are alongside the quay in tiers three deep. The men are busily employed in overhauling and refitting the rigging, and it is said the ships are ordered to be equipped again by the next spring-tides, or the succeeding ones. The frigates have their lower rigging in, and they are employed in equipping them; but they have neither guns, stores, nor provisions on board. The brig and schooner are equipped, with their guns in, but their sails are not bent; and he believes they have no sea store provisions on board.

" There is a large new frigate at Flushing, built and ready for launching.

" At Antwerp they have nine sail of the line, either building or ordered to be built; but he does not know in what state of forwardness they are. Besides these, there are at Antwerp five sail (viz. three of 80 guns, and one of 74, and one either a 74 or frigate, but he does not know which) with a number of men on board, and jury rigged, ready to come down to be coppered in the Basin at Flushing; but as that is at present full, these ships cannot be coppered until those now in the Basin come out: it is said these five sail are to come down from Antwerp, so soon as the weather is settled; but at present there is much ice in the Scheldt; they have not guns at Flushing for these ships.

" He states they are about to erect two new batteries, one at the upper end of the Duerloo Channel, and the other a little within West Capel; and that there are at present only 700 troops on the island of Walcheren, the others having been drafted away."

No. 6, is another letter from Admiral Campbell, of the 18th of January, corroborating the contents of the preceding.

No. 7, is composed of secret intelligence from Flushing, dated February 3, 1809, relating to the state of the shipping, and of the batteries. The following relates to the batteries:—

" West Capel, two batteries, six guns each, but can't touch you in going in. Southland 4 guns, can't touch you. One battery by the gallows, six guns, but can't touch you.

" Batteries may be avoided till you come to the Nold House, and then one of eight guns, and one on the opposite shore at Hard Apple.

" Walls of the ramparts out of repair entirely; about 10 guns towards the river; between the Nold House and Flushing, is a strong battery of eight guns, but it is exposed to shipping.

" Best place for landing between East and West Capel.

" The ships laid in the summer about five miles above Flushing, where there are no batteries to hurt them; states they may be attacked at their anchorage

" Sluys Point has a battery; number of men not known.

" ——— will take charge from Sluys Point."

No. 8, is a letter, dated February 20, 1809, without signature or address, containing farther information respecting the state of Flushing.

No. 9, is a list of the French naval force in Flushing, corresponding with the previous accounts.

No. 10, is only a repetition of former statements.

No. 11, presents the following letter, dated Agincourt, in the Downs, 3d March, 1809:—

" SIR,

" I beg you will be pleased to acquaint their lordships, that ———, who has made his escape from Campveer, in the island of Walcheren, where he had been detained five months, reports, that the French for the last fortnight, have been employed in removing the guns, ammunition, and stores of the ships in Flushing Basin from thence, in schuyts, to Helvoet, where, it is reported, the ships are to go. Last Thursday they were employed in taking powder out of the magazines at Campveer to convey it to Helvoet, and that all the fires in the harbour were put out for that purpose.

" This man reports, that about a fortnight ago two line-of-battle ships came down from Antwerp to Flushing, and the force now there consists of four 80 gun ships, seven 74's, two frigates, two corvettes, and a brig: the frigates, he states, are ready to come into the Roads, and I should suppose he considers the 50-gun ship as a 74.

" This man states, he supposes there are about 5,000 troops in the island, but they are very young; that the batteries about Campveer are in a very bad state, and that the draw-bridges are regularly every night drawn up.

I have, &c.

" G. CAMPBELL, Vice-admiral."

" Hon. W. W. Pole.

No. 12, dated off West Capel, March 3, 1809, contains the following information from Captain Boxer:—

" The enemy's fleet in Flushing consists of the following force:—ten ships of the line (including a 50-gun ship) two frigates, and a few smaller vessels; the line-of-battle ships are fitting *slowly*; during the last week they were employed getting iron ballast, water casks, and gun carriages on board; the frigates are rigged and nearly ready for sea, and it is supposed the fleet will be ready to haul out of the harbour about the latter end of the present month. The line-of-battle ship on the stocks at Flushing is not in a forward state, but the greater part of those at Antwerp, it is believed,



will be ready to come down about July or August next. The Danish officers in the fleet are very discontented ; several of whom have deserted. No reinforcements of troops have arrived on the island, their numbers at present are supposed to be about 4,000, beside the burghers."

No. 13, dated two days later, mentions, that the enemy's fleet in Flushing, except two, have their topmasts an end.

No. 14, from Admiral Campbell to Lord Mulgrave, dated March 6, announces the arrival of a great number of troops in the neighbourhood of Flushing ; that the ships of war, in the dock, were expected to be completed in about three weeks ; and that four brigs, laden with provisions for the West Indies, were ready to sail the first opportunity.

Nos. 15, 16, 17, 18, and 19, contain farther information, but not of an important nature, respecting the state of the enemy's ships in Flushing.

No. 19, dated March 24, mentions, that all the ship-builders and carpenters had been ordered away from Flushing to the interior, for the purpose of constructing rafts to transport troops across the Rhine, in consequence of the war with Austria.

Amongst a variety of desultory information, in Nos. 20 and 21, it is mentioned, that there were 1,400 troops in Walcheren, half French and half Dutch.

In No. 22, dated Venerable, in the Downs, April 5, Sir R. J. Strachan, addressing Lord Mulgrave, says :—" Captain Boxer has sent me a sketch of Flushing, and although it is roughly done, I forward it to your lordship, as it will give you an idea of the Basin where the ships of war lay. I am told the guns on the works at the town are mounted on old works faced with stone or brick. Captain Boxer has not sent me any account of the batteries on the Cadsand side, but I understand there is one on the point of Breskin, opposite Flushing, and also at the point below Boreelen, on the South Beveland side. It seems to be a general opinion that much resistance is not to be expected at Flushing, and the reports of the deserters, lately come over, favour the opinion ; but when I consider the defence of Flushing, I am decidedly of opinion that a squadron, let it be ever so well attended by gun-vessels, could do little against the ships of the enemy in the Basin, and would be exposed to be set on fire by the batteries of the enemy ; therefore, it is advisable not to make any attempts on the town without the co-operation of an army. If a squadron should be anchored clear of existing batteries above the town, it would be an object to take up such an anchorage, to prevent the enemy from escaping up the river when the town is attacked. By the accounts of to-day it seems probable, that all the ships of the enemy, by this time, are at anchor in the Scheldt, and in a situation to run up the river, if attacked ; six were at anchor, and the others were preparing to go out of the Basin ; Lieutenant Duncan says, he thinks one of the ships of the line, as well as the frigates, had Dutch colours up."

In No. 23, an enclosure from Captain M'Kerlie, of the Calliope, dated April 7, states as follows :—" Yesterday I boarded a brig off West Capel,

from Antwerp (out last from Flushing) bound to any port in England, I brought him on board the *Calliope*, and examined him respecting the ships building at Antwerp; he reports the ships of the line were in great forwardness, and would in a short time be ready for launching, but, in consequence of all the artificers having marched towards the Rhine, for the purpose of making rafts to cross the army, every thing for the present is at a stand. Respecting Flushing, he says, that the inhabitants were in a dreadful alarm of the English making an attack upon the island, and destroying the town. He also reports that the inhabitants of Flushing and the army there are very sickly, particularly the latter, but could not say how many troops might be there; however, he positively asserts, that the ships hauled out of the Basin suddenly, in consequence of an attack being expected. He was there some days, and had an opportunity of ascertaining completely that they have left all their guns at Flushing, because he saw them upon the wharf. He likewise reports, that they are to have their guns there by lighters, and when their guns are all on board, they are to come down abreast of the town of Flushing. Yesterday morning, when he sailed, there was only one ship in the Basin, and she was to haul out last night.

“The two latter ships were manned by Danish sailors, who are said to be much disgusted with the French service.”

Another enclosure in No. 23, from Lieutenant Duncan, of the *Idas*, dated April 8, reports the following observation, made on the preceding day:—“Eight ships of the line anchored off the mouth of the Scheldt in two divisions, four in each division, one ship of the line advanced between them and the town of Flushing, probably for the purpose of communicating signals. In the Roads two frigates as before, and one ship of the line, whose hull appears very lofty above the water, which inclines me to credit a report made to Captain M’Kerlie, that none of the line-of-battle ships have their proper complement of guns on board.”

No. 24, amongst numerous other reports, contains the following:—that Louis Buonaparte was expected at Middleburgh, to inspect and improve the works; and that 4,000 sailors were coming from different parts of Denmark, to man the ships coming down from Antwerp.

Nos. 25, and 26, are unimportant. The latter, dated April 22, mentions, that the number of troops at Flushing had been increased.

No. 27, is the following extract of a letter from Captain Hanchett, of the *Raven* sloop, to Lord Mulgrave, dated Plymouth, April 27:—“Having served with Sir Sidney Smith in the *Anelope*, during the time he commanded the squadron off Flushing, in the early part of the present war, and from that circumstance being well acquainted with the anchorage, fortifications, &c. of that port, I have no doubt that the enemy’s fleet, if they are laying in the outer Roads, may be easily destroyed by fire-ships, or, should they lay in the Basin, from the depth of water and the navigation, with which I am well acquainted, a line-of-battle ship may be run alongside the walls of the town so close, that men may land from the yard-arms; and I volunteer to be the first man that lands from them:

"As it was some years since a favourite scheme of Mr. Pitt's] to take Flushing by a coup de main, and being at that time Sir Sidney Smith's confidential officer, I became intimately acquainted with the plans of the fortifications, &c and, whenever your lordship may require it, I can procure you the most correct information as to the troops and defences of the island, from a person, in whom government have formerly confided."

No. 28, dated April 29, announces the escape of 12 brigs and 25 luggers, supposed to belong to the Boulogne flotilla, into Flushing.

No. 29, with other information, corroborates the above.

No. 30, contains the following intelligence from a confidential person, dated May 8, 1809 :—"A camp, about to be formed at St. Omers, of about 3,000 men; but it is intended to state it at about 20,000. Another at Ecklaw of about 3,000 will be stated at about 15,000. Another between Antwerp and the Ecluse, opposite the island of Walcheren, will be stated at 3,000, but will be in proportion. The disposition of the country is enthusiastically in favour of the English.

"The Dutch flotilla that were at Boulogne, viz. those which have from time to time joined the French flotilla, are removing back to Flushing; it is said, in the country, for fear of attack, as the destruction of the fleet at Basque Roads has occasioned much anxiety. Forty-five sail passed by Blackenburg last week. There are only about 3,000 French troops in the island of Walcheren.

"N.B. National Guards in all these Camps, Except Ecklaw."

No. 31, dated May 9, reports that there were, at Helvoetsluys, two ships of the line, one frigate, and two men of war brigs; and at Goree, one lugger; the whole apparently ready for sea.

No. 32, contains some loose intelligence from a deserter; and also (addressed to the Secretary of the Admiralty) the following

*"Memorandum of observations made by \_\_\_\_\_  
at the ports of Boulogne, Calais, Dunkirk, Ostend, Ant-  
werp, and the Island of Flushing."*

"At Boulogne there are about 600 craft of different descriptions, that compose the flotilla, but they are in such a state of wreck, as well in their rigging as in their bottoms, which are worm-eaten, that they will require to be nearly rebuilt to be of service.

"At Calais there are about 70 craft of the flotilla in the same state.

"At Dunkirk there are two old frigates, and about ninety vessels of the flotilla in the inner Basin; and there are in the outer Basin, above fifty fine merchant vessels, fit for transports, many of which are prizes taken from the English.

"At Ostend there are about forty small vessels of the flotilla, and a few merchant vessels which are in a very bad state.

"In consequence of repeated Disputes, which have taken place between the Dutch and French officers employed on this flotilla service, a con-

siderable division of the Dutch flotilla have returned to Holland through the canals.

“ At Antwerp, there are about fifteen vessels of the flotilla, but they are unserviceable : and at Flushing there are only seven of about thirty tons with one gun in the bow.

*“ Ships of war on the Stocks at Antwerp, and observations on the Arsenal,*

“ At Antwerp there are on the stocks ten eighty gun ships, and three of them are nearly finished, though it is probable they will not be launched this winter. The situation chosen by Buonaparte for the building of ships of war was occupied by 1500 houses in the beginning of 1804, and was the most ancient part of the city of Antwerp; but it is at present reduced to ways and slips, for ships, and is capable of being extended to the placing of 20 ships of the line on the stocks at the same time, and their resources for building, from the black forest through the Rhine, are inexhaustible. The mechanics employed on the building these ships are all young men, and are chosen from among the conscriptions levied. They are formed into military order, as well as into labouring order. There are a company to each ship building, under the superintendence of a captain; and to every two ships there is a superintending builder; and every Sunday they are exercised to military discipline. The work is carried on with amazing rapidity, but perfectly performed. At Flushing, in the Basin, are the following 74 gun ships : Charlemaigne, Commerce de Lyon, Auversois, Cæsar, Duquesclin, Dantzick, and la Ville de Berlin, with a new Dutch frigate : and on the stocks are two 74 gun ships, a frigate and brig : in the roads are the Princess Caroline frigate and a brig belonging to the French.

“ At Ramskeys are seven gun-boats, with one gun on the Prow, as has been observed of the flotilla at Flushing. Distributed among all those vessels at Flushing, (French and Dutch,) there are not 800 men of all descriptions.

“ There are at Campvere about 40 sail of smugglers, and belonging to them, from 300 to 350 prime English seamen, who, as well as the Dutch, would rejoice to see the French removed from their favourite smuggling port, which they have converted into a naval arsenal, and which arbitrary conversion has created great disgust.

“ The French are ditching round the land side of the town, but there are still two gates open: they intend fortifying the town on that side (though they can never make it strong) on a presumption that the English will land at West Capel. To the sea side they have paid no attention, so that the taking away the ships of Flushing is a matter perfectly practicable, and in proportion to the advantage the risque is very small.

“ In my humble opinion, any armament intended for this service should be composed of fast sailing 50 gun ships, fast sailing large frigates, and large brigs, with a proportionate number of troops to hold possession of the island, while the ships, stores, &c. were removing.

“ Were I not fully confident of the advantage and certain success of this



expedition, I would not recommend it; far less would I offer my services to be the first to share in all the dangers that can attend it.

"I shall have the honour of submitting the Plan of attack, which I would propose, as soon as it is finished; in the mean time, I can assure you and their lordships, that I know of a sufficient number of practical pilots from Deal and Dover, who would volunteer their services."

In No. 33, an enclosure, containing the substance of intelligence received from two gentlemen, prisoners, who had escaped from France, states, that as the enemy "apprehended an attack on the island of Walcheren, and on the ships of war in the river, a great number of gun vessels had arrived from the ports to the westward, and more were expected. Ten thousand had arrived on the Cadsand side, and ten thousand more were on their march intended for the defence of Walcheren. On that island the people were employed in repairing the works at Campvere and Flushing. These gentlemen were told that an embargo had been laid on all privateers for the purpose of getting men to man the squadron."

A second enclosure, in No. 33, reports, that the ships at Helvoet and Goree had been ordered up to Williamstadt, to avoid the English fire-vessels, expected to be used against them.

A third enclosure contains the following account of the enemy's naval force, received from Captain Pater, of the Princess Carolina, on the 17th of May:—

"*At Amsterdam.*—Two new frigates, lower masts in.—Eight new schooners, complete and manned.—One sloop of 14 guns, complete and manned, Dutch flag at the mizen.—A large ship cut down to a floating battery.—Twenty-eight 24-pounders as a guard vessel.

"*Modenblicke.*—Commerce of Amsterdam, 84 guns, lower masts in.—A new ship, coppering.—Neptune, formerly 64, cutting down for a frigate.—Doggerbank, ditto, ditto.

"*New Deep.*—Three old east Indiamen on shore, two of them lower masts in;—A small frigate unrigging;—Crown Prince, 74, mizen mast only, other masts expected soon;—Admiral de Winter's flag, at the Dolphins, partly manned;—Brabant, 64, rigged at the Dolphins, partly manned;—Commerce of Rotterdam, 64, ditto, ditto;—John de Wall, 56, lower masts in, fitting;—Zoutman, 74, at her own anchors, the guard ship fires evening and morning guns, only half manned, &c.—Ferreter and another brig, name unknown, with six schooners, manned, &c.

Two Pilots come out every day as spies, and report the information gained to the admiral on their return."

No. 34, announces that the enemy's fleet were at Lillo.

No. 35, is unimportant.

No. 36, states, that 10 sail of the line, apparently ready for sea, were lying 10 or 12 miles below Antwerp, on the 1st of June; and that a great number of gun-boats, a little below the ships, were lying across the Scheldt.

No. 37, consists of loose reports, from "a confidential person."

No. 38, is a letter, without address or signature, containing numerous reports. It states the number of troops, in Holland, at 3,000; in Antwerp and its vicinity, at 2,400; in Walcheren, Flushing, &c. at 3,000; making a total of 8,400; the utmost that could be collected in five or six days.

No. 39, reports, that the French men of war had from 1,000 to 1,200 men each on board; and that they were going to place a chain across the Scheldt as a security against fire-ships.

No. 40, mentions some movements amongst the French shipping, with various other reports.

No. 41, contains the following information, in a letter from Captain Bolton of the *Fisgard*, to Sir R. Strachan, dated East Capel Roads, July 7:—

“Examination of the Weiling channel proves it to be safe, and sufficiently capacious for any enterprise. The fortifications on the island of Cadsand consist as far as I have been able to discover, of two small batteries, one apparently of five, the other of thirteen guns, the landing is good on any part of the shore. The coast between east and west Capel is precisely as I left it. On west Capel point is a *Fleur d'Eau* battery of seven or eight guns, and to the north of the church is another, about a cable's length from the beach, of seven guns en Barbet, and I do not think there is any gun mounted between this battery and east Capel; proceeding to Camvere a little above house point is a small battery of three or five guns, and at Camvere there is another of about seven, neither do I see any difficulty of landing or navigation on any part of the coast.

“Enclosed is a sketch of the shoals and coast, with the stations of the vessels as I mean to place them.

“Agreeably to your desire, I shall give my opinion on the proper points of landing and attacking Flushing, this will depend on the wind.

“If the attack is made with the wind southerly (as far as S.S.W.) the Weiling Channel will be most advisable for the large ships to pass up, as after passing the Elboog those intended to batter Flushing can bear up to their stations, as well as the ships that cover the troops landing about Zoutland, of which there can be no difficulty if the weather is moderate; at the same time the divisions assigned for landing and attacking Camvere and west Capel, will have a smooth beach between west and east Capel. If the attack is made with the wind northerly, the *Duerloo* will be the best channel for the ships to advance up. But, if it blows fresh, the whole of the debarkment must be made between west Capel and Flushing, and nothing can be done on the east Capel side, unless a division sail up at once to Camvere, through the *Vere Gat*;—provided the attack is made with the wind this way (northerly), a strong portion of heavy armed light draught of water vessels should be appropriated for the attack of west Capel: they can lie close to the shore, and this point secured, the troops and stores might be landed at the Jetties in smooth water; there is a passage of four fathoms through the east *Gat*, and when inside the *Calloo*, eight or ten fathoms all the way along shore to Flushing; all the Smugglers are well acquainted with this passage, and I shall endeavour to

find it out. Vessels of light draught can pass at high water over the banks. There will be one advantage in attacking with the wind northerly, the ships damaged in battering Flushing may bear away to refit, and be succeeded without difficulty by the reserve, which may be kept anchored out of gun shot in the Duerloo.

"You will perceive by the sketch, I had not only placed a vessel on Thornton's ridge, but also one on the Hinder, this is to enable the large ships to pass in safety between those shoals should they have to cross over to Blackenbury, to proceed through the Weiling.

"If the attack from the northward is decided upon, the best place of rendezvous would be the 17 Fathom, or at Brei Bank, they might there pass between the stone banks, through the stone deep round the Rassen and up the Duerloo; and the battering vessels through the east Gat to the west Capel, the division to Camvere round the Baujart to the Veer Gat.

"From all the information I have been able to collect, the troops on the Island do not amount to 3000 men."

In No. 42, an enclosure from Captain Bolton states, that, in the Roompot, there is plenty of room for vessels to lie perfectly out of gun-shot of Walcheren or Schoen; and that the fortifications of the latter place are insignificant.

Another enclosure, in No. 42, from Captain Hanchett, of the Raven, to Sir R. Strachan, dated July 13, and marked "*Secret*," contains the following information:—

"In obedience to your order of the 7th instant, marked most secret, I proceeded in his Majesty's sloop under my command into the inner Weiling, and on the morning of the 12th, accompanied by Captain Pasley of the royal engineers, proceeded in the boats of the Raven along the shore of Cadsand, to within three and a half miles of the town of Flushing, returning within gun shot of the batteries of Cadsand for the purpose of ascertaining their numbers, situation, and extent, together with the range of their shot, which I was enabled to do from the fire they kept up at us on our passage down.

"The shore, from one and a half mile eastward of the Walpen signal-post, and for two miles westward of it, appears quite clear, and to carry deep water close in; at the extremity of this distance are two batteries, that to the eastward mounting five guns of large calibre, and the one to the westward four, apparently nine pounders, both en barbet.

"This beach appears to me well calculated for the debarkation of troops; there are no woods near it, as on the other parts of Cadsand, and the transports can anchor without range of shot, in excellent holding ground, and sheltered from seaward winds by the Ellhoog sand.

"On the morning of the 13th I joined his Majesty's ship Fiskard at anchor in stone deep, and ran along shore from Dunburgh to Sconce point; there does not appear to be any guns mounted between West Capel and Fort de Bank.

"I had no opportunity of sounding the channel of the Roompot, but I

can assure you, that there are only two fathoms at low water between the N. W. extremity of Ornnst Sand, and the flat which runs off from the Walcheren shore; and also that a vessel may pass up the Roompot out of gun shot of Schoen until she is abreast of North Beveland."

No. 43, dated July 15, contains the following information from Captain Bolton:—

"I have stated in my former reports, that there is a battery of 7 or 8 guns on West Capel point; there is also another of 7 guns en barbet, under the church, about a cable's length from the beach, which commands the east Gat and Bookhill passages; and you may be assured there is not another gun mounted between this battery and Sconce Point. The whole of this line of beach is most favourable for debarkation, and the groins or Diggerworks are like so many moles for boats."

No. 44, consists of intelligence, chiefly military, obtained by "a confidential person."

No. 45, The last of this series, contains information from Captain Bolton, of the Fiscard, dated East Capel roads, July 23, 3. P. M. that the enemy's fleet, amounting to 11 sail of the line, had that instant dropped down the Scheldt, and anchored close off the town of Flushing.

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The next series, under the head "*Preparation of the Naval Force*," comprises thirty-two Papers.

No. 1, is a Memorandum of the Board of Admiralty, dated June 9, 1809, as follows:—

"It is the opinion of the sea Lords of the Admiralty, that in the first instance the island of Walcheren should be taken: they do not take upon them to say where the landing should be made, or how the military force should be distributed; this should be arranged between the General and Sir Richard Strachan. The fleet may be broke into divisions, calculated to convey and protect any given number of troops to any given point; and it is presumed that we shall be able to master any floating force the enemy can produce, and to assist the army in the attack of any batteries that may have been erected on the banks of the river.

"In going up the river it may be expedient to take possession of Terneuse on the left bank, but the right bank of the river must be secured as the armament proceeds; and having attained it as far as Bathz, the naval force would be capable of protecting and conveying the whole army in a very short space of time to Sandfleet, or any other point below the narrow part of the Scheldt, at which the general may think it proper to land. An arrangement may be made for putting on shore about fourteen thousand men at the first trip, by flat boats, launches, &c. and the remainder of the army could follow from ships to be anchored close to the shore. The fleet can also undertake to bring the army off from the neighbourhood of Sandfleet, but the fleet cannot go into the narrow part of the Scheldt, unless



the army are in possession of both banks of the river. Fire vessels, however, will be prepared, and every means held in readiness for taking any advantage that may offer of acting against the enemy in the narrow part of the river for the destruction of their ships.

“ Sir Richard Strachan is ordered into port, and all the details of the Expedition should be settled between that officer and the general who is to command. The naval force destined for the service is in such a state of forwardness, that if an embarkation return were furnished, the ships could, in a very few days, be at their stations.

	<i>Men.</i>
100 Flat boats will carry . . . . . , : *	5000
70 Gun-boats . . . . .	700
26 long boats and ship's launches . . . . .	520
40 Barges . . . . .	400
26 Small vessels, and 20 vessels from dock-yards, &c. . . . .	5000
30 Gun-brigs to be advanced with 100 men each . . . . .	3000
	<hr/> 14,620 <hr/>

72 Gun-boats, carrying 24-pounders, to attend the fleet; also twenty-six cutters and small vessels. These boats should be furnished with Shrapnell's shells; and a detachment of artillery ought to be appropriated to them.

“ In further aid of the transport service it would be proper to collect as many revenue vessels as possible; and when the expedition is about to sail we should lay hold of all Folkstone and Deal cutters, all Berwick smacks that may be in the river, and such Harwich packets and vessels of that description as can be procured.”

No. 2, dated June 17, is an order for Sir R. Strachan to come to town.

No. 3, is a letter from Mr. Pole to Sir R. Strachan, dated June 25, apprising him that the ships, as per note,\* have been placed under Rear-admiral Otway, in the Monarch, who is to act under Sir R. Strachan; and that, for the preservation of secrecy, the correspondence between those officers is to pass through Mr. Pole's hands, under cover.

Nos. 4, 5, 6, 7, 8, and 9, relate to preparatory proceedings.

No. 10, is a letter from Rear-admiral Otway to Mr. Pole, dated Portsmouth, July 1, as follows:—

“ I observe that the Centaur and Superb are to keep their lower deck guns; but I suppose that I am to consider these ships as taking their pro-

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\* Monarch, Belleisle, Orion, Resolution, Bellona, Eagle, Impetueux, Revenge, Hero, Valiant, Illustrious, Venerable, Superb, Ganges, Centaur, Aboukir, Marlborough, Royal Oak, Alfred, Caesar, Imperieuse, Jisgârd, Loire, Aigle, Rota, Perlen, Vesuvius, Devastation.

portion of troops and horses, as before arranged. My scheme of embarkation cannot be completed, until I know *for certain* what ships I am to have; but with those promised, I see no difficulty in providing for 14,660 infantry, and 400 horses, with their riders or drivers; and of course, we take the whole of the brigade guns, &c. In this arrangement the Venerable is not included, but the Ganges is. It is very desirable that the Navy Board should be directed to return the ship's pay books, extracts, &c. with every possible expedition.

"Agreeably to the suggestion of Admiral Domett, I send, on the other side, a list of such vessels as are likely to be useful on the intended Expedition.

"*Under Sir Roger Curtis.*—Ant schooner, tender to Royal William; General Concleaux lugger, ditto to Tisiphone; Concord hired tender; Dart ditto.

"*Navy Board.*—Buoy boat; Well boat; Truelove, Forester, Lively, sailing craft, fine vessels for carrying troops in shoal water.

"*Ordnance.*—Ebenezer and Duke of Richmond.

"The Victualling Office craft being chiefly hired vessels of a bad description, I do not yet know what aid can be had from that department."

Nos. 11, 12, and 13, are unimportant.

No. 14, is a letter, with an enclosure, from Mr. Pole to Sir R. Strachan, dated July 8, instructing him to correspond confidentially with Vice-admiral Campbell, and directing him not to disturb the system which had been established for the protection of the trade of Heligoland. The enclosure is as follows:—

"*List of his Majesty's Ships at Portsmouth and Spithead, under the Command of Rear-admiral Otway; and at Chatham and Sheerness, under the Command of Captain Plampin, of his Majesty's Ship Courageux.*

*Under Rear-admiral Otway.*

*No. of Guns.*

80	Cæsar.
74	Monarch.
—	Belleisle.
—	Orion.
—	Resolution.
—	Bellona.
—	Eagle.
—	Impetueux.
—	Revenge.
—	Hero.
—	Valiant.
—	Illustrious.
—	Venerable.
—	Superb.

*No. of Guns.*

74	Ganges.
—	Centaur.
—	Aboukir.
—	Marlborough.
—	Royal Oak.
—	Alfred.
—	Sceptre.
—	Achille.
38	Imperieuse.
—	Rota.
—	Perlen.
36	Aigle.
—	Dryad.
—	Pallas.

Sloops ..	{	Thais.		Bombs - - -	{	Vesuvius.
		Parthian.				Devastation.
		Plover.		Gun-brigs -	{	Daring.
		Redpole.				Linnet.
		Fleche.				Sprightly.
		Hawke.				Porgcy.
		Magnet.		Hired cutter,	{	Gambier; and four
		Harpy.				
			gun-boats.			

*Under Captain Plampin.**No. of Guns.*

74	Courageux.		Sloops - - -	{	Sabrina.
—	Princess of Orange.				Cretan.
64	Leyden.		Bombs - - -	{	Thunder.
50	Isis.				Ætna.
—	Adamant.		Gun-brigs -	{	Safeguard.
44	Ulysses.				Rebuff.
—	Serapis.		And 73 gun-boats.		

No. 15, is a letter from Mr. Pole to Sir R. Strachan, dated July 8, directing him to order Lord Gardner, with the ships as per note,\* off Flushing, to watch the motions of the enemy in the Scheldt; and adding, that the Centaur had also been ordered, by telegraph, off Flushing.

No. 16, is an order, from Mr. Pole, for sending a proportion of the Congreve rockets, in the Ceres transport.

No. 17, dated July 11, is a letter from Lord Castlereagh to the Admiralty, desiring to know the amount of the naval force that could be appropriated to the intended expedition, and also the number of troops that might be received on board the ships of war.

No. 18, of the same date, is an answer to the above; stating, that the subjoined force, under the orders of Sir R. Strachan, could be immediately appropriated; that 25,000 men could be conveyed in the ships of war; and that directions had been given to Sir R. Strachan, to make arrangements for receiving 15,000 troops on board at Spithead, 7,000 in the Downs, and 3,000 at the Nore.

“ 35 Sail of the line.		23 Gun-brigs (5 carrying mortars.)
2 Ships of 50 guns.		17 hired cutters.
3 Ships of 44 guns.		14 Revenue vessels.
18 Frigates.		5 Tenders.
33 Sloops.		82 Gun-boats.
5 Bomb-vessels.		

“ Together with the craft employed at his Majesty's dock-yards.”

No. 19, is an Order in Council, of July 12, for a general embargo.

No. 20, of the same date, relates to the same subject.

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\* Elake, Dannemark, Audacious, Victorious, Repulse, Theseus, St. Domingo.

No. 21, from Vice-admiral Campbell to Mr. Pole, dated Agincourt, Downs, July 15, contains, as an enclosure, the following

*“ Arrangement for the Embarkation of troops in the Downs.*

Agincourt.....	900								
Monmouth ..	900	{	4th Foot ..	1	Battalion,	1,008			
Powerful .....	600	{	4th — ..	2	————	930			
York .....	600					1,938			
Serapis .....	300		6th — ..	1	————	971			
Venerable ...	300		50th — ..	1	————	853			
Lavinia .....	300		91st — ..	1	————	520			
Salsette .....	300					2,344			
Statira .....	300		9th — ..	1	————	932			
Bucephalus ..	300		38th — ..	1	————	750			
Heroine .....	300		42d — ..		————	799			
St. Fiorenzo ..	300					2,431			
Thalia .....	300					6,763			
Circe .....	300								
Terpsichore ..	390								
Amethyst.....	200								
Camilla .....	100								

To be embark-  
ed in the  
Downs on  
board of  
men of war.

No. 22, is an extract of a letter from Captain Jones to Mr. Pole, dated Nore, July 16; announcing the arrival of 59 flat-bottom boats from Chatham; the ordering of the Bermuda and Centinel to the Downs, with six flat boats each; and the receipt of a telegraph message—“ Namur and Nymphs to the Downs with flat-boats; all other ships at the Nore to Ramsgate Roads and Downs.”

In No. 23, dated July 16, Sir Roger Curtis announces the completion of the embarkation of the troops under his care.

Nos. 24 and 25, dated July 16 and 17, from Vice-admiral Campbell to Mr. Pole, announce the embarkation, in detail, of the troops at Ramsgate and in the Downs.

No. 26, is as follows:—

*“ Order from the Lords Commissioners of the Admiralty to Sir R. Strachan, dated 17th July 1809.*

(Most Secret.)

*“ By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.*

*“ Whereas there is reason to believe, from a variety of accounts that have been received from Holland, and from the reports of many persons who have lately passed through Flanders, and also from the observations made by the cruizers under your orders, and the statements that have from time*



to time been transmitted to us of the situation of the enemy's force in the Scheldt, that a successful attack might be made upon the enemy's fleet in that river, and upon the Arsenals at Flushing, Terneuse, and Antwerp, the destruction of which is of the utmost importance to this country: and whereas it has been determined to equip an expedition upon a very extensive scale, the land force of which will consist of thirty-five thousand infantry, four regiments of cavalry, and a proportionate quantity of artillery: and whereas we have thought proper that you shall command the naval part of this expedition, you are hereby required and directed to take under your command the ships and vessels named in the enclosed list, whose Captains and Commanders have been directed to follow your orders; and you are to observe the following instructions:

" 1st.—You are to consider the capture and destruction of the whole of the enemy's ships afloat in the Scheldt or building at Antwerp, the demolition of their dock yards and arsenals at Antwerp, Terneuse, and Flushing, and the rendering, if possible, the Scheldt no longer navigable for ships of war, as the objects for which the force under your command, in co-operation with the army, is destined to accomplish.

" 2d.—In order to supply the great and unavoidable deficiency of transports for the reception of so numerous an army, we have thought proper to direct, that a large proportion of the troops shall be embarked on board his Majesty's ships; you are therefore to order the ships and vessels under your command to receive on board the troops named in the enclosed paper, marked A, disposing of them in the proportions arranged in the aforesaid paper, or in any other mode which may appear to you most beneficial for his Majesty's service. And for the more convenient accommodation of the troops, you are hereby authorized to remove the lower-deck guns from any of the line-of-battle ships placed under your orders.

" 3d.—In the arrangement for the conveyance of the troops on board his Majesty's ships, it is proposed that fifteen thousand troops should be embarked at Spithead, on board the ships of the line, frigates, and sloops at that anchorage. This force is intended for the reduction of the island of Walcheren, and it has thus been distributed on board the larger ships of war, in order that this division of the army may be readily landed, and that the ships of that description may be exposed as little as possible to the intricate navigation of the Scheldt. You will avail yourself of every opportunity of collecting the vessels of the country for the further conveyance of the troops employed in the first instance in the island of Walcheren; and you are, as far as possible, to make your arrangements in such a manner as may enable you at the same time that you afford the most effectual assistance to the army in the reduction of the island of Walcheren, to take care that the line-of-battle ships employed in the conveyance of troops for that enterprise, may not be pushed higher up the river than may be absolutely necessary for that object; and you are to bear in mind, that

although in carrying on the subsequent operations in the Scheldt, the services of the officers and men belonging to those ships may be wanted for gun-boats, launches, or flat boats, to assist the army on shore, or for other services, the ships themselves are not to be risked amidst the shoals and narrows of the river, unless you shall deem it to be absolutely necessary for giving effectual aid to the army, or for destroying the enemy's fleet; objects which would, however, justify such risk.

" 4th.—You are to keep a sufficient number of ships at the Nore, to receive the proportion of the army consisting of three thousand men, intended to be embarked in his Majesty's ships at that anchorage, with directions to join you in the downs the moment the troops shall be embarked; but, as it is of importance that the line-of-battle ships attached to your squadron, now in the downs, should be kept in all respects fit for the most effective service, as they may be required for attacking batteries, for covering the landing of the troops in Walcheren, and to attend the army in its progress up the river, for the purpose of keeping in check the enemy's line-of-battle ships, or of attacking them if practicable; You are not to embark more than two hundred soldiers in any of the said ships of the line, the remainder of the seven thousand troops, destined to be conveyed by ships of war from the downs, must be distributed in such manner as you may judge best for his Majesty's service, among the frigates and other ships and vessels of war.

" 5th.—In the distribution and arrangement of the force placed under your command, you are to use your discretion, dividing and classing the whole in the manner you may judge to be best for the accomplishment of the various services to be performed in co-operation with the army. It will, however, be necessary that you should have the gun-boats which will be attached to you under the particular management of officers specially appointed; a post captain and three commanders, with a competent number of lieutenants, are placed under your orders for that service accordingly.

" Should you find it necessary to make any additions to, or alterations in this arrangement, you are hereby authorized so to do: bearing in mind that it is our intention that the gun-boats should be made as efficient and formidable as possible.

" 6th.—The bomb vessels and mortar boats, and the rocket ships and vessels \* \* \* \* \* are to be employed at your discretion.

" 7th.—Your progress up the Scheldt will be materially facilitated by the occupation of the island of south Beveland and Cadsand by divisions of the army, to be nearly at the same time that the landing takes place in Walcheren. The progress of the troops through the island of south Beveland will secure the north bank of the Scheldt, and will afford important protection to the officers employed, to ascertain and buoy the channel of the river.

" 8th.—The small vessels attending your fleet, such as revenue cutters,

lighters, and buoy boats from the dock-yards, under the direction of masters attendant, and supplied with anchors, cables, hawsers, buoys, &c. &c. together with a great number of tenders and other small craft, we trust will enable you to surmount the obstacles that present themselves to the progress of the ships of war and transports; and we rely upon your taking every precaution which these ample means can afford, to render the navigation of the Scheldt as simple and secure as the nature of the service will permit. For this purpose you will employ a part of your force, under a discreet officer, to precede the fleet, and to buoy the channel; using such precautions, and taking such measures, as may be necessary for the effectual execution of this service. In addition to these resources, it will be extremely desirable that you should, on entering the Scheldt, use your best endeavours to obtain, by every possible means in your power, pilots or others persons acquainted with the navigation of the river; who would not only be of great service to you in buoying the channel, but might possibly afford valuable information respecting the situation of the enemy's ships, flotilla, &c. &c.; and also with respect to the nature of the shore, where it may be intended to land the troops. For the greater chance of accomplishing this object, and to prevent any vessels whatever from making their escape from the neighbourhood of Flushing, it is expedient that you should push a sufficient force above the town immediately on your approaching the island of Walcheren.

“ 9th.—You will take care so to arrange the ships of war and transports under your orders, as to be at all times in a state to re-embark the troops in case of necessity, or to bring them off when the service shall be terminated.

“ 10th.—The hazardous situation in which the enemy's naval force in the Scheldt will be placed by the appearance of a powerful hostile armament in that river, renders it probable that they may resort to the use of fire vessels of various descriptions; against this mode of attack you are to take every precaution which can be devised; and we rely upon the resources of your prudence and judgment for frustrating any such attempt on the part of the enemy.

“ And whereas the King has been pleased to appoint Lieutenant-general the Earl of Chatham, K.G. to command the military Force to be employed on this service, and to give him instructions for his guidance in the high and important trusts thereby reposed in him; We send you herewith for your information a copy of the said instructions as transmitted to us by Viscount Castlereagh, one of his Majesty's principal secretaries of state, in his letter of the 16th instant; and in pursuance of his Majesty's commands signified to us by the said letter, we do hereby require and direct you to co-operate with the said General and Commander of the Forces in all matters appertaining to such operations, as by the above-mentioned instructions he has been commanded to undertake for his Majesty's service, and to exert your utmost endeavours for the due execution of the services, particularly set forth in those instructions, so far as the same may depend upon you.

" We have the most firm reliance upon your promoting, to the utmost of your power, a spirit of harmony and unanimity, and upon your enforcing the importance of maintaining a perfect good understanding with the army; the cordial co-operation of the two services being essential to the happy and successful issue of this great enterprise.

" Given under our hands the 17th July 1809.

(Signed) MULGRAVE,  
R. BICKERTON,  
W. DOMETT,  
R. MOORSOM.

" To Sir R. J. Strachan, Bart. and K.B.

" Rear Admiral of the White, &c. &c.

" By Command of their Lordships,  
(Signed) W. W. POLE."

The paper A, mentioned in the above Order, relates to the arrangements for receiving the troops, as explained in No. 18.

The first enclosure referred to in No. 26, is as follows:—

*List of Ships and Vessels, &c. under the Orders of Sir Richard John Strachan, Bart. and K.B.*

*Admiralty Office, 17th July, 1809.*

Rate.	NAME.	Rate.	NAME.	Rate.	NAME.
74	St. Domingo	74	Marlborough	36	Nymphen
—	Danemark	—	Royal Oak	—	Dryad
—	Victorious	—	Alfred	32	Heroine
—	Blake	—	Sceptre	—	Bucephalus
—	Audacious	—	Achille	—	Amable
—	Theseus	—	Namur	—	Pallas
—	Repulse	64	Leyden	—	Circe
—	Powerful	—	Agincourt	20	Camilla
—	Superb	—	Wormouth	Sloop	Zerobia
—	Centaur	50	Isis	—	Calhope
—	Venerable	—	Adamant	—	Britemart
—	Valiant	44	Weymouth	—	Sarpen
—	York	—	Ulysses	—	Skylark
80	Cæsar	—	Serapis	—	Onyx
74	Courageux	38	Impericuse	—	Drake
—	Princess of Orange	—	Rota	—	Raven
—	Monarch	—	Perlen	—	Pilot
—	Belleisle	—	Lavinia	—	Thais
—	Orion	—	Clyde	—	Plover
—	Resolution	—	Amethyst	—	Redpole
—	Bellona	—	Fisgard	—	Flèche
—	Eagle	—	Statura	—	Magnet
—	Impetueux	—	Hussar	—	Harpy
—	Revenge	36	Euryalus	—	Sabrina
—	Hero	—	Salsette	—	Trompeuse
—	Illustrious	—	St. Fiorenzo	—	Royalist
—	Ganges	—	Phalia	—	Challenger
—	Aboukir	—	Aigle	—	Pandora



Rate.	NAME.	Rate	RATE,	Rate.	RATE.
Sloop.	Beagle	H.C.	Britannia		Tons.
—	—	—	Gambier	Tender	Ann 78
—	—	—	Fancy	—	Nepean 77
—	Cherokee	—	Active	—	Flora 60
—	Cordelia	—	Dover	—	Bee 69
—	Badger	—	Poll		Woolwich Tender
—	Releigh	—	Flying Fish		Deptford do.
—	Remicor	R.V.	Success		and
—	Panther	—	Leopard		82 gun-boats
—	Rofario	—	Vigilant		
—	Apelles	—	Lively.—Customs		
Bomb.	—	—	Lively.—Excise		Royal George light-
—	Thunder	—	Vulture		er
—	Etna	—	Hound		Deptford
—	Vesuvius	—	Hawke		Grasshopper
—	Devastation	—	Swallow		Swallow long boat
G.B.	Redbreast	—	Rose		
—	Safeguard	—	Fox		
—	Rebuff	—	Greyhound		Lighter, No. 1.
—	Janet	—	Industry		Long boat
—	Daring	—	Shark		
—	Sprightly				
—	Indignant				Goodwill lighter
—	Disparate				Medway do.
—	Charger		Stationed at Heligoland.		Long boat, No. 2.
—	Bold				
—	Bloodhound	Sloops	Mosquito		
—	Furious	—	Buscis		Lively
—	Cracker	—	Ephra		Sailing lighter
—	Fearless	G.B.	Richmond		Well boat
—	Gallant	—	Bonizer		Busy boat
—	Attack	—	Exenion		
—	Protector	—	Pincher		
—	Encounter	—	Paz		Thames
—	Mariner	—	Censor		
—	Martial	—	Basilisk		
—	Pilchard	—	Brevdrageren		Hamoaze.
—	Cuckoo	—	Blazer		Busy Boat.
—	Porgey	H.C.	Princess Augusta		
H.C.	Nymph	—	Lord Nelson		
—	Countess of Elgin	—	Alert		
—	Speculator	—	Idas		
—	Concord				
—	Betsey	Tender	Yham	Tons	
—	Ann	—	Alert	76	
—	King George	—	Alnwick Packet	65	
—	Favourite	—	Elizabeth	81	
—	Resolution	—	Sally	65	
—	Black Joke	—	Hope	70	
				60	

The following is the second enclosure, relating to revenue cutters, &c.

Tons.	At what Yard.	OBSERVATIONS.
106 100 104 32	Deptford	Mr. Robb, master attendant, to be sent in the Deptford, with a 36-gun frigate's anchor (stocked), to be put on board her with the usual gear for weighing anchors, and two frigates cables.
130 45	Chatham	Mr. Langston, superintending master, to be embarked in her with a 36-gun frigate's anchor (stocked) and two cables, with the usual gear for weighing anchors.
109 116 42	Sheerness	Mr. Moubray, superintending master, to be embarked with a 36-gun frigate's anchor (stocked) and two cables, with the usual gear for weighing anchors.
111 110 62 66	Portsmouth	Mr. Brown, master attendant, to embark with a 36-gun frigate's anchor (stocked) with the usual gear for weighing anchors.
55 40	Woolwich	Mr. Whidby, master attendant, to go in the Thames.
153 49	Plymouth	Mr. Douglas, master attendant, to embark with a 36-gun frigate's anchor (stocked) and two cables, with the usual gear for weighing anchors.

Small anchors. 100 buoys.

Rope for slings.

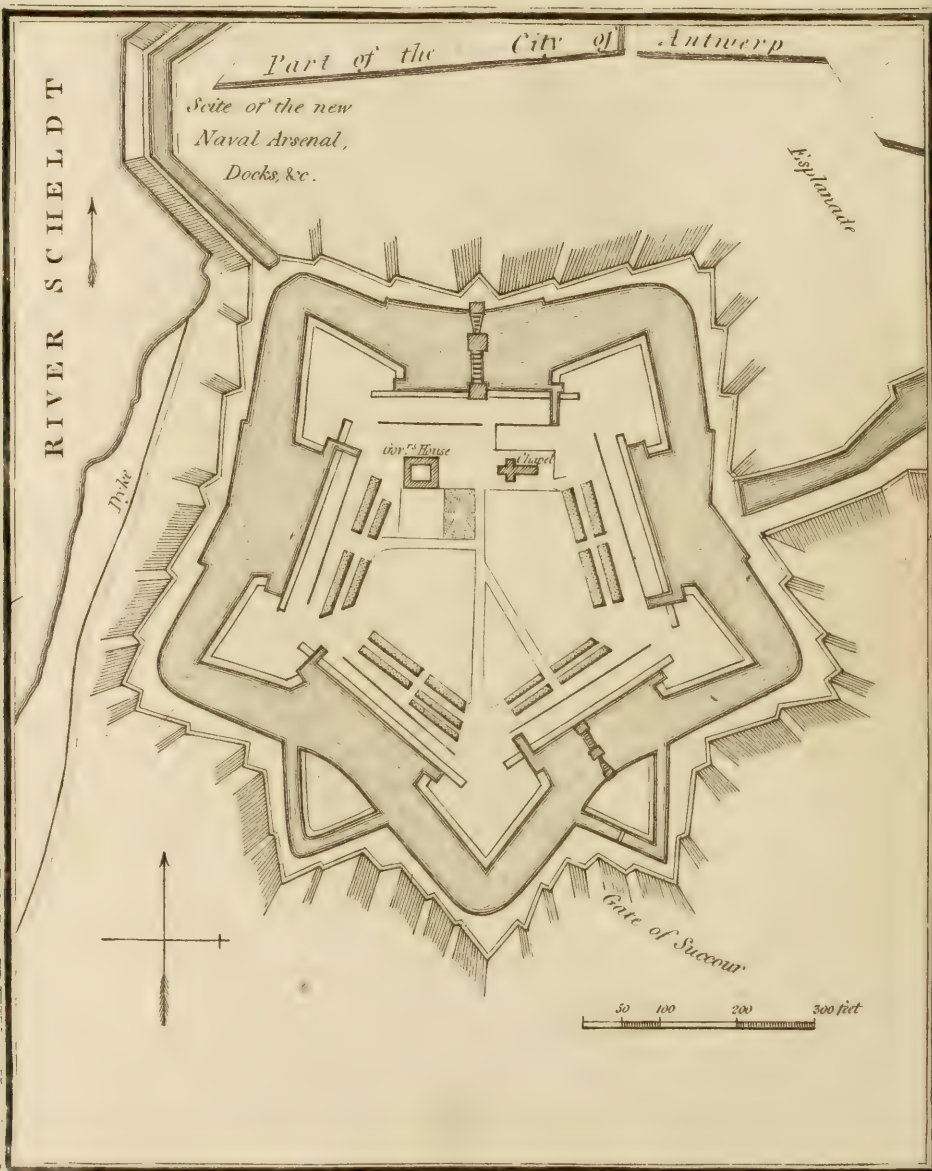
Cables to be put on board the craft.

The third enclosure is his Majesty's instructions to the Earl of Chatham, in conformity with the Order to Sir R. Strachan. The following passage, after enumerating the objects of the Expedition, is chiefly important:—

“ If the attainment of all the above-mentioned objects should be rendered impossible, by the enemy's collecting in such strength as to render perseverance inconsistent with the security of the army; you are, in that case, to use your utmost endeavours, in concert with the officer commanding the naval force, to secure as many of the objects as circumstances will permit; and as soon as the service shall be completed, or such part thereof as is attainable, you will take immediate measures for re-embarking the army and returning with it to England, leaving a sufficient force to maintain possession of the island of Walcheren till our further pleasure shall be signified.”



# THE CITADEL OF ANTWERP.





No. 27, dated July 17, is a direction from the Admiralty to the Navy Board, to communicate with Mr. Congreve.

No. 28, dated July 20, from Mr. Pole to Rear-admiral Otway, directs the latter to proceed with the expedition to the Downs, the moment the whole shall be ready, and the wind fair.

No. 29, dated July 21, from Mr. Pole to Sir R. Strachan, directs the latter to hire the boats belonging to the smugglers, on the best terms in his power, to assist the service.

No. 30, dated Royal William, Spithead, July 21, from Sir R. Curtis to Mr. Pole, announces that the easterly wind prevents the sailing of Admiral Otway.

No. 31, dated July 24, from Mr. Pole to Rear-admiral Otway, directs that officer to tide it with the armament from Spithead to the Downs, but to return to Spithead, should it come on to blow strong from the eastward.

No. 32, is a letter from the Navy Board to Mr. Croker, dated January 29, 1810, stating, that 159 flat boats were issued for the service of the expedition, in July last: besides which, each ship of war that went on the expedition had her own launch, which was applicable to the landing of troops.

(To be continued.)

## PLATE CCCIV.

**T**HE city of Antwerp, at this time an object of peculiar interest and curiosity, is situated in a large plain, on the eastern side of the Scheldt, in lat. 51 deg. 13 min. N. long. 4 deg. 29 min. E. from London.\* It is surrounded by a wall, and regular fortifications. The citadel, which, as appears from the annexed plate, is of a pentagonal form, was built by the infamous Philip Alvarez de Toledo, Duke of Alva, agreeably to the orders of Philip the second King of Spain, in the latter part of the sixteenth century. It stands upon a rising ground; and the primary object of its creation was, to overawe the citizens.

The probable success of our late expedition to the Scheldt, as to its main and ulterior objects, seems to have turned chiefly on the practicability of carrying Antwerp by a *coup-de-main*. Most of our military commanders, who were consulted on the occasion, gave their opinion in the negative, and the event may be regarded as a proof of the correctness of their judgment. The Earl of Chatham was satisfied upon this point, as early as the 29th of last August, when he officially apprized Ministers, that the

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\* A brief description of the City of Antwerp, accompanied by a Map of the southern part of the United Provinces, appears in the XXIII<sup>d</sup> Volume of THE NAVAL CHRONICLE, page 182; and, at page 324 of the same Volume, is a corresponding Map of the northern part of the United Provinces.

possession of Antwerp could be obtained only by a regular siege, to which his army was unequal; and that, without the fall of that fortress, the ulterior object of the expedition, the destruction of the French fleet, was placed beyond our reach.

With the view of elucidating the subject, Mr. Hutchinson (on the 12th of February) moved for the following documents, in the house of Commons:—Any plan, or plans, in the possession of Ministers, of the fortifications of Antwerp; the same, with regard to forts Lillo and Liefkenshoek; and the substance of all the intelligence possessed by Ministers, relative to the defences of Antwerp.—These motions, however, were over-ruled, on the grounds, that the necessary information would be submitted to the secret committee which had been appointed by the House; and that it would be more decorous to wait till their report should be before the House.\*

The report of the committee alluded to not having been made public, the following extract from a number of the *Moniteur*, published in the early part of last October, will perhaps be found (making due allowance for exaggeration) to contain the most correct information upon the subject, which can at present be produced:—

“It was necessary,” says the *Moniteur*, “to take Antwerp! The English, who for this long time past have not travelled upon the Continent, consulted information collected six years ago, and imagined that Antwerp was still an open town, as it was when it was only a trading port; they did not take into their calculation the works of these latter years, especially those which the Emperor has caused to be raised since his journey to Antwerp. Upon establishing a dock-yard in that town, he ordered its fortifications to be again raised; it is now surrounded by a bastioned rampart. The ditch filled with water which covers this rampart, has been repaired; the left of the town is covered by an immense inundation, which removes the approaches upwards of 1500 fathoms; the right is supported by the citadel, which is a fine piece of fortification; upon this front several works have been established; among others, a fine half moon with its counterscarp. Upon the left bank of the Scheldt there are no houses, but the Head of Flanders has been re-established, and its works are protected by an inundation of 2000 fathoms in extent. The English could not, therefore, take Antwerp without besieging it, without methodically opening the trenches, without working on through the inundations and marshes, in short, without having invested the town; and if they must invest it on both sides, they would require to have two armies:—1st. One between the Head of Flanders and the town of St. Nicholas, opposite to Brussels and to the road of France; indeed we know no General bold enough to take this position with less than 80,000 infantry and between 8 and 10,000 cavalry, since he must have to withstand the army which should arrive from France, and the troops which should stretch out from the Head of

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\* It is said to have been proved, before the Secret Committee; that there were only 400 troops at Antwerp, on the 25th of July; but that 6000 marched in, on the 5th of August.

Flanders, that is to say the whole garrison of Antwerp, which in a combined attack, would sally out on that side. 2d. On the side of the town, the investment could not reasonably take place with an army of less than 40,000 men, having in front a corps of observation, to keep in check the army of the Duke of Valmy, assembled at Maestricht, which would draw near Antwerp, and having another corps towards Bergen-op Zoom against the Dutch. It would, therefore, have been easier for Lord Chatham to take Brussels, to march against Ghent, and to advance as far as Flanders, leaving Antwerp and the French army behind him, than to undertake to invest Antwerp and besiege it.

“ On the other side of the river, the following are the obstacles which must have stopped the English :

“ 1st. Fort Frederic and Fort Doel, each mounting fifteen 36 pounders; after these Fort Lillo and the Fort of Liefkenshoek, each mounting sixty 36 pounders, and ten mortars; and behind a line of eighty gun-boats and pinnaces, mounting two hundred 24 pounders. Now, every sensible man that knows that there is only a distance of 600 fathoms between Fort Lillo and the Fort of Liefkenshoek, which is opposite to it, perceives that this passage cannot be forced. With regard to fire-ships, it is well known that fire-ships and infernal machines are ineffectual : the infernal machine which was let off at St. Malo had no effect : these sorts of explosions were never able to shake a rampart. An estacado had been established, which secured our gun-boats from fire-ships. In fine, we had also fire-ships; sixteen were in readiness, and we were going to avail ourselves of the first favourable occasion to send them against the English. Besides, to make use of fire-ships, it would have been necessary to approach within 500 fathoms of the town, since from Lillo to Antwerp the Scheldt makes four elbows, which would have prevented fire-ships from being directed from any greater distance.

“ On the sea side in like manner no success could be hoped for : but admitting that by the combination of the effects of the land and sea, Lillo and Liefkenshoek had been carried, which supposes two regular sieges, the enemy would directly after have met with three other barriers to be forced; the Pearl fort, fort St Philip, and fort St Mary. All these forts are covered by inundations, and each of them would have required a separate siege. These different operations could not have taken place without losing 40 days more, and supposing that by the 20th of October the land and sea forces had been able to approach within 2000 fathoms of Antwerp, they still required three months more to take the town. With regard to the squadron, it was entirely shut up within the town, up and down the river, protecting Antwerp, and protected by it. The taking of Antwerp was, therefore, a thing impossible for Lord Chatham; an operation much more difficult to be effected, than the occupation of a quarter of France.”

## NAVAL LITERATURE.

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*The Present State of Turkey ; or a Description of the Political, Civil, and Religious, Constitution, Government, and Laws of the Ottoman Empire ; the Finances, Military and Naval Establishments ; the State of Learning, and of the Liberal and Mechanical Arts ; the Manners and Domestic Economy of the Turks and other Subjects of the Grand Signor, &c. &c. Together with the Geographical, Political, and Civil State of the Principalities of Moldavia and Wallachia. From Observations made, during a Residence of fifteen Years in Constantinople and the Turkish Provinces. By THOMAS THORNTON, Esq. 1809.*

(Concluded from page 54.)

THE introductory chapter, from which we have taken the preceding account of the battle of Lepanto (page cxxxix) is concluded by a very rapid sketch indeed of the two last reigns of Sultans, Abdul-Hamed, and Selim III. which are despatched in hardly more than the same number of pages ; and it takes leave of Othman history at the peace of Yassi, 1791, with the following brief apology (page ccxxix) for omitting any mention of that important series of political transactions which have followed the dismemberment of the Crimea.

“ The Ottomans endeavoured to keep aloof from the storm which was produced by the French revolution, and convulsed the governments of Europe ; but the invasion of Egypt compelled them to depart from their system of neutrality. The French retained possession of that country during three years ; and it was restored to the dominion of the Porte only by the victories of the English. The circumstances which led to these memorable events are intimately blended with the general history of Europe ; and the interest of the narrative could not be preserved, without a review of the changes which had taken place among the continental states during a period of almost universal hostility. The plan of the present work forbids me to enter on the subject, and further obliges me to pass over without notice the expeditions which were afterwards undertaken by the English themselves against Constantinople and Alexandria.”

The above are the author's reasons for passing in silence over the whole period of the last war of the revolution—over such events as an alliance and a rupture with his own country—the navigation and trade of the Black Sea, in which, if we are not misinformed, he has himself adventured—the deliverance of Pales-



Greece and of Egypt by his countrymen. The circumstances which led to these are no doubt blended with the history of Europe; but we cannot help thinking them so much more intimately connected with the state of Turkey, and with the political interests of England, that we can hardly bring ourselves to acquiesce in Mr. Thornton's excuse for leaving such a chasm. The best hopes we have of seeing this filled up now rest upon the zealous and accurate investigator of the tomb of Alexander, Dr. E. D. Clarke, whose Oriental travels are promised to the public, and which we look for with equal impatience and confidence.

Still, Mr. Thornton's book is such an addition to statistical literature, and he is so eminently successful in detecting the mistakes and inconsistencies which abound in some other works that had obtained a sort of authority in public opinion, (we allude more particularly to his just castigation of a book *made* by a Mr. Eton, to serve a certain purpose) that we are really sorry to see our intention of a more copious and methodical reference to these volumes interfered with by that sudden pressure of professional matter produced by the pending parliamentary inquiry, and imperiously imposing upon us a discharge of duty. We must therefore wind up the information contained in the present state of Turkey of any importance to our naval readers, as concisely as the nature of the subject will permit.

The 29th page of the first Volume contains the following remarks on the Turkish navy, which we believe to be not at all ill founded.

“The Turkish forces at sea have always been contemptible. During the siege of Constantinople, their navy, consisting of three hundred vessels, was baffled by one Imperial, and four Genoese, ships, which threw succours of men and supplies of provisions into the capital. Sandys says, “that they did not hazard the revenue of Egypt by sea, for fear of the Florentines, who, with six ships, had kept the bottom of the straits for three years.” Their disasters, in their several sea-fights with the Venetians and the Russians, are well known; and in their late co-operation with the English, during the Egyptian campaign, the contrast was striking, between the beauty of their ships, and the ignorance and timidity of their officers and people.

“Mr. Eton, and Mr. Griffiths in a still more recent publication, venture to describe the present state of the Turkish navy from the remarks of Baron de Tott, or from their own transient observations made twenty years ago. The Turks, indeed, although the *canon-nameli* of Sultan Soliman contains many regulations for the improvement of their navy, considered it as an object of inferior importance, until the destruction of their fleet by the

Russians in the harbour of Tcheshmeh. Since that event the government has occupied itself seriously in the establishment of a respectable naval force, and the zeal which the celebrated Hassan Pasha first displayed in this branch of service, has been inherited by all who have succeeded him in the post of *capudan pasha*: so that such language as the following cannot now be applied with truth to any department of the marine service of the Ottomans. "High-decked vessels, the lower tier laid under water with the least wind, entangled rigging, bad cordage and pulleys, thirty men in the gun-room to move the tiller, encumbered decks, and guns without equality in the calibre."

"I went on board some ships of war on their return from a cruise in the Black Sea, in the year 1790, and certainly saw a confusion which it is impossible to describe. It was a perfect *bazar*, or market place, and shops were erected all round the between-decks, with no apparent intention of removing them. De Tott says, with an affected levity, which is highly unbecoming when describing the manners of a nation, "that the proposition to lower the decks was rejected, *on account of the height of their turbans*, and that of raising the mast, because it would occasion the vessel to heel, *and incommode the crew*." But the fault was in those who suggested such improvements without sufficiently correcting the pertness of manner which outweighed, at least in the estimation of Turks, the merit of their advice. Why should improvements, so evidently necessary, have been rejected, at the same period, when, upon proposing a new school for mathematics, it was immediately established? Upon pointing out the use of the bayonet, the bayonet was adopted. Upon De Tott's suggestion, a machine was erected for masting vessels. A new foundry of cannon was built. A body of artillery-men was instituted, and forts were erected on the northern shores of the Bosphorus, to secure the passage of the Black Sea. The mildness of manners of a French ship-builder of the name of Le Brun, whom Hussein Pasha engaged in the Ottoman service, removed every obstacle to the exertion of his great abilities, and in a short space of time a complete reform was introduced into the department which he superintended.

"Their navy now consists of several good ships, built by Europeans, or from European models, but manned by people unaccustomed to the sea. They have not yet formed any plan for educating and training up seamen, though the Propontis is well adapted for naval evolutions, and might be made an excellent school of practical navigation. Their officers, not having passed through the different ranks, merit no higher estimation than the common men; indeed, almost the whole business of the ship is performed by the slaves, or by the Greeks who are retained upon wages. Those accustomed to the strict subordination and punctilious formalities established in the armies and navies of other European powers, may smile perhaps at hearing, that the captain of a man of war has been cuffed in public by the admiral's own hand for a slight offence. I remember too to have seen a journal kept by an Englishman (an adventurer who served on board the Turkish fleet in the Black Sea, during a cruise in the year 1790) which contained the following remark. "This day the admiral amused himself with playing at chess on the quarter-deck with a common sailor."

It is by no means our intention to insinuate any thing like a charge of plagiarism against the author in an invidious sense : but the following passage (Vol. 2, page 185)

"Every traveller must have noticed, (though Dumont appears to be the first who has recorded the observation) that the Turkish usages are strikingly contrasted with our own. This dissimilitude, which pervades the whole of their habits, is so general, even in things of apparent insignificance, as almost to indicate design rather than accident. The whole exterior of the Oriental is different from ours. The European stands firm and erect, his head drawn back, his chest protruded, the point of the foot turned outwards, and the knees straight. The attitude of the Turk is less remote from nature, and in each of these respects approaches nearer to the models which the antient statues appear to have copied. Their robes are large and loose, entirely concealing the *contour* of the human form, encumbering motion, and ill adapted to manly exercise. Our close and short dresses, calculated for promptitude of action, appear in their eyes to be wanting both in dignity and modesty. ----- They affect a grave and sedate exterior : their amusements are all of the tranquil kind : they confound with folly the noisy expression of gayety : they even feel satisfaction in silence : " &c. &c.

coincides so remarkably with a paragraph in a very old acquaintance, that we must be excused for saying we think Mr. T. might have taken this occasion to pay due literary honours to Aaron Hill as well as to Dumont. The similarity of idea is so striking, that we have copied it for the reader to make the the same comparison : -- \*

" In every action of their lives, the Turks oppose the European customs ; they wear long cloaths, we wear short ones ; we in salutation of a friend esteem it rudeness not to bow with head uncovered ; they receive that point of breeding as the greatest and most base affront that can be put upon them ; we esteem a bending of the body graceful and obliging, they interpret it a mean acknowledgment of our inferiority to whom we speak ; they love sadness and a grave deportment, we love gayety and briskness of behaviour. Every thing in short is carried on directly opposite to both our humours and our customs," &c.

We have been obliged to turn all the way to the appendix at the end of Vol. 2, for any description of the Black Sea, and began almost to fear our author had overlooked that lake, till we found its existence, together with that of its interesting outlets, the Bospho-

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\* A full and just account of the present state of the Ottoman Empire, by Aaron Hill. London, 1733. Folio. Page 89.

rus and the Hellespont, recognised, although not as we think in detail adequate to their importance. Page 401.

“ The names of Pontus and Axenus indicate the wide diffusion, and secluded position of the Euxine sea in the earlier ages of the world. Its shores, in many parts, show evident proofs of having lain for ages immersed in its bosom; but naturalists have not yet determined, by actual researches, the height to which its waters had formerly risen; nor have they ascertained what vestiges of marine depositions are yet discoverable in the surrounding countries. I regret, that my knowledge was too imperfect for me to avail myself of the opportunities which my travels have afforded. I have observed, however, that the plain of Little Tartary, which is elevated considerably above the level of the sea, has for its basis a mass of calcareous matter, of so recent a composition as not yet to have assumed the hardness and compactness of stone. The deep ravins which form the only exception to the uniformity of this extensive plain, descend from a great distance in right lines towards the sea-coast without intersecting each other, as though their channels had been originally traced by torrents discharged from the lakes and great bodies of water which were separated from the sea on the sudden contraction of its surface, and have since been enlarged by the gradual operation of time and the elements. The borders of the Danube, even as high as Buda, exhibit strong indications, that the plains of Hungary were once the bottom of a marsh, while the water of the river was prevented from flowing off by the height of the Euxine sea. The inland parts of the Hæmus and the Carpathian mountains resemble head-lands and bays of the sea, and some modern travellers have observed vestiges of labour in the higher part of the mountains of the Crimæa, the object of which appears to have been the security of shipping. We have besides, the testimony of ancient authors: Diodorus Siculus relates, that the inundation of the Propontis, when it burst through the straits of the Hellespont, ascended even to the higher part of the mountains of Samothrace: the effect of the deluge may probably be exaggerated in this instance, yet the foundation of the tradition, corroborated as it is by the physical and geographical state of the country, cannot reasonably be questioned. Future inquiries may tend to establish the hypothesis, and to determine, whether the waters gradually prepared their new passage, or whether they suddenly overwhelmed the intervening country, and afterwards subsided to their present level. If such were their progress, the traces of their violence must still be perceptible to the scrutinizing eyes of a scientific and experienced observer. The channel of the Bosphorus was perhaps prepared by the rivulets which flow from both the ranges of its hills, the streams of which were probably more copious when their sources were sunk beneath the level of the Euxine sea, and received in greater profusion the filterings of its waters. The basin of the Propontis must have been previously a lake, as it was the receptacle of the streams of the Granicus, the Escopus, the Rhyndacus, and the other rivers which descend from Ida and Olympus. The shores which surround the northern extremity of the Bosphorus are said to exhibit volcanic appearances and demon-



strations of the operation of fire. If this be clearly ascertained, the process of nature in the formation of these seas may in a great degree be traced.

“The lake of the Propontis, secure within the barriers of the Bosphorus and the Hellespont, laid open to the wants and wishes of Constantinople an uninterrupted communication with the fertile shores of Asia Minor, and the rich commerce of its harvests and vintages. The straits of the Hellespont protected the Imperial dignity from foreign insult, and extended the Imperial sway to the Pillars of Hercules, and the remotest regions of the Mediterranean sea.

“The Hellespont is longer and wider than the Bosphorus, and exhibits the bolder character of a sea in its course between the hills of Ida and the Thracian Chersonesus. Its shores, and those of the neighbouring Ægean sea, were illustrated by the achievements of the earliest heroes; and were adorned by the taste and munificence of Alexander of Macedon. They contended for superiority with Rome and Byzantium in the minds of Augustus and Constantine. The Asiatic promontories preserved the ashes and the memory of Achilles and Ajax, which were protected by the veneration of antiquity, but have not escaped the violation of modern curiosity. The mortal existence of Achilles has been denied, and the repose of his earthly relics has been disturbed by profane researches; but his immortality is secured in the Elysium of Homer’s numbers.”

We have already animadverted on the exclusion of many interesting topics from the plan of the present work. And we feel ourselves the more justified in pointing out the total omission of any information in the article in question, concerning the admission of the English flag into the Black Sea, because the NAVAL CHRONICLE \* has supplied that deficiency, and our knowledge was derived from a source certainly more accessible to the author, than to us, namely, the archives of the Levant Company, of which he is a member.

This work made its first appearance about two years ago, in the fashionable form of *quarto*; which, although naturally a favourite with the booksellers, we are inclined to consider, with reference to literature, as mere library furniture. Our more intimate acquaintance with it has been postponed till this second edition in octavo, which is so much improved in many respects, besides the convenience of form, that we sincerely wish its success may encourage Mr. Thornton to put forth a third; and that he will avail himself of such opportunity to give his plan a measure of extension proportioned to the magnitude of the subject.

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\* *Vide* NAVAL CHRONICLE, Vol. XXI. page 216.

## Naval Poetry.

The heart's remote recesses to explore,  
And touch its springs, when Prose avail'd no more.

FALCONER.

## ELEGY,

*Written before Flushing, on the Night previous to the Bombardment.*

**S**LOW from the bosom of the silent deep,  
The Moon, emerging, casts her liquid light,  
Stretch'd on the sward the tir'd soldiers sleep,  
Recruiting nature 'gainst the morning's fight.

Majestic, o'er the level of the main,  
Close to the Fort, Britannia's bulwarks rise ;  
Hush'd are the clamours of the fearless train,  
Whose loud huzza ! but lately rent the skies.

Led by thy silver beam, I, Cynthia, trace  
The marks of warfare on the sylvan scene ;  
I gaze in sorrow on thy lucid face,  
And, daring, ask of Heaven—why this has been ?

Say, what is honor ?—tell me ! what is fame ?  
A glitt'ring bubble borne upon the flood ?—  
Shall man, to gain a transitory name,  
The green turf sully with a brother's blood ?

Who wars but for a name, no better cause  
Conjoin'd, is driven by destructive pride ;  
Humanity denies him her applause,  
When Glory's ensign is with slaughter dyed.

**COOTE** !—'twas thy country bade thee lead thy band,  
To snatch this island from a tyrant's sway ;  
Thy enemies confess a father's hand,  
And Mercy well deserves the Poet's lay ;

But, ah ! tho' **COOTE** and mercy gave the word,  
Still ruthless war low'rs on th' adrighted ball ;  
Pity with tears beholds the hostile sword,  
And mourns the victims who are doom'd to fall.

Now all is still and peaceable around,  
And carnage ceases till the night is o'er,  
When the horse cannon, with appalling sound,  
Shall bid th' active warrior " sleep no more !"

To-morrow's sun shall view, in dread array,  
 Numbers of Britain's children—generous, brave—  
 Who, ere it sinks beneath the western sea,  
 Will end their hopes of glory in a grave.

Perhaps upon this spot may virtue fall,  
 True love may here resign, in pangs, its breath—  
 The child's, the wife's, the parent's little all,  
 May sink for ever in the shades of death.

And, hark ! I hear the widow's plaintive cry,  
 Wafted upon the night-breeze, from afar ;  
 I see the tear-drop trembling in her eye,  
 I view her anguish, and I curse thee—War !

A FOREMAST-MAN.

*His Majesty's Ship Impetueux, Cawsand  
 Bay, 11th Jan. 1810.*

*To the Author of the above Lines.*

“ He, travelling life's eventful road along,  
 Beguiles some moments with disportive song.”

CHILD of the Muses ! oft my list'ning ear  
 Has heard, well-pleas'd, thy sweetly-warbling lyre,  
 Tho' harsh thy lot—thy destiny severe—  
 Genius has warmed thee with her sacred fire.

When round thy head the midnight tempests beat,  
 And deep-mouth'd thunders roll the awful crash,  
 When glows the battle's most tremendous heat,  
 And death-wing'd lightnings o'er the ocean flash,

May Heav'n preserve thee.—Fare thee well—thy doom  
 Should (Heaven avert it) prompt a stranger's sigh,  
 The lambent rays that gild the poet's tomb,  
 Shall consecrate the spot where thou may'st lie.

*Marlborough-street, Jan. 1810.*

N. T. C.

'BOUT sheaves of blocks why make you such a noise,  
 From blocks his harvest M. . . . . e's peer enjoys ;  
 Nor think the new found earthen were a mockery,  
 It is the Admiralty secretary's *Cookery*.

A  
 NO CROAK.

## S O N G,

BY JOHN CARNEGIE.

*Sung with great Applause at the Theatres of Edinburgh and Glasgow,  
shortly after the memorable Victory and Death of LORD NELSON, off  
Cape Trafalgar.*

## I.

**W**HY in grief is Britannia? ah, why that sad tear?

For Nelson I mourn, for that warrior so brave;

A name that will still to my bosom be dear,

For low oft did my foes be o'erwhelm on the wave.

For how oft did my foes, &c.

For Nelson I mourn, for that brave British Tar,

The Hero of Nile, and of fam'd Trafalgar.

## II.

Still memory recalls, when at Calvi he bled,

And St. Vincent's, sad day of despair unto Spain,

When desp'rate the conflict, to vict'ry he led,

And my Empire thus fixt more secure on the main.

And my empire, &c.

For Nelson I mourn, for that brave British Tar,

The Hero of Nile, and of fam'd Trafalgar.

## III.

At Teneriffe next was his courage display'd,

Where the loss of his arm he with fortitude bore;

And, ardent for conquest, withheld not his aid,

But panted to bleed for his country still more.

But panted, &c.

For Nelson I mourn, for that brave British Tar,

The Hero of Nile, and of fam'd Trafalgar.

## IV.

At Nile, Gallia's fleet he most nobly o'ercame;

Copenhagen his wisdom and bravery own'd;

And Trafalgar's proud Vict'ry made deathless his fame,

There he fell, and with glory immortal was crown'd.

There he fell, and with glory, &c.

For Nelson I mourn, for that brave British Tar,

The Hero of Nile and of fam'd Trafalgar.

*Glasgow.*



## NAVAL HISTORY OF THE PRESENT YEAR, 1810.

*(January—February.)*

## RETROSPECTIVE AND MISCELLANEOUS.

THE French army, under Marshal Soult, having succeeded in the important object of passing the Sierra Morena, have penetrated into the province of Andalusia; the Spaniards have been defeated, with considerable loss; the enemy have obtained possession of Cordova, and of Seville; the Supreme Junta—several of the members of which were suspected of treason—have been dispersed; a new Junta, or rather a Council of Regency, has been assembled at Cadiz; and a formidable Spanish army, amounting, as it is said, to 23,000 men, under the Duke of Albuquerque, being in that city and its environs, the most vigorous measures have been adopted for its defence. The batteries, which commanded the harbour, have been destroyed; and, to prevent the Spanish fleet from falling into the hands of the French, should they obtain possession of Cadiz, it has been moored outside of the British squadron.—The city is crowded with fugitives, to the number, as it is reported, of 100,000; who fled from Seville, and other places, on the approach of the French. Several families are known to have left Cadiz, for England; and every facility has been given for the escape of those whom necessity or choice compelled to fly.

A detachment of 1,200 English troops has been sent from Gibraltar, to assist the Spaniards in the defence of Cadiz.

Another detachment of troops, from Gibraltar, has taken possession of the Island of Ceuta.

The French, it is believed, expected to surprise Cadiz; and it is conjectured that the Toulon fleet, which is understood to have sailed from Toulon on the 22d of January, had an intention of co-operating with the army, in the attack upon that place.—A report, however, was very prevalent, when this sheet was put to press, that Lord Collingwood had overtaken the enemy, on the 24th or 25th, totally defeated them, and captured or destroyed nearly every ship. The British and French fleets were estimated at sixteen sail of the line each.

The British government, it appears, persists in its intention of defending Portugal.—Lord Wellington, in addition to his *double* peerage, and the thanks of Parliament, is to have an annuity of 2,000*l.* for himself and his two next heirs, for the *victory* of Talavera!!

The English are understood to have taken possession of the island of St. Vito, which commands the harbour of Corfu.

An English squadron is understood to be blockading the Russian ports in the Black Sea.

A revolution, favourable to the cause of Ferdinand the VIIth, has taken place at La Paz, the centre of the Spanish dominions in South America. The consequences of this event are likely to be favourable to the commerce of Britain; the South American ports having been thrown open on liberal terms.

The attention of the public has been for some time much occupied by the Inquiry which is going forward respecting the Scheldt Expedition. The papers which have been laid before Parliament upon the subject, have reached an extent almost unprecedentedly voluminous; notwithstanding which, we hope, in the course of the present Volume, to present our readers with a full and faithful abstract of their contents, of the examinations of the witnesses, and of the consequent debates in Parliament.

It is reported that Sir Richard Strachan, in consequence of some oblique reflections on the naval part of the Expedition, in Lord Chatham's narrative, intends to demand a court martial upon his conduct.

It is remarkable also, that Sir Richard Keats's evidence is materially at variance with the statements of his lordship.

### A LIST OF SHIPS AND VESSELS

WHICH HAVE BEEN LAUNCHED FROM HIS MAJESTY'S AND MERCHANTS' YARDS, BETWEEN THE 1ST JAN. AND 31ST DEC. 1809.

Guns or Class.	Names of the Ships.	Dimensions.					Month when launched.	If from a Merchants' or King's Yard.	By whom constructed.
		Length on the gun-deck.	Length of the keel for the tonnage.	Breadth extreme.	Depth in hold.	Burthen in Tons.			
		ft. in.	ft. in.	ft. in.	ft. in.				
74	Royal Oak	175	2 144	0	47 11	20	March	Merchants	Sir J. Henslow.
—	St. Domingo	160	0 147	8	43 1	20	Do.	Woolwich	Do.
—	Redney	176	8 145	2	47 7	21	December	Do.	Surveyors of the Navy.
—	Politiars	176	8 145	2	47 0	21	Do.	Do.	Do.
—	Milford	181	10 139	4	40 2	21	April	Milford	Mr. Barralier.
—	Ajax	176	8 144	11	47 9	21	May	Merchants	Surveyors of the Navy.
—	Berwick	176	0 144	11	47 9	21	Sept.	Do.	Do.
96	Orpheus	145	0 121	8	38 3	13	August	Do.	Sir Wm. Rule.
—	Manilla	145	0 121	8	38 3	13	Sept.	Woolwich	Do.
—	Curacoa	145	0 121	11	38 4	13	Do.	Merchants	Do.
—	Leda	145	0 121	8	38 3	13	Nov.	Woolwich	Do.
—	Saldanha	144	8 121	5	38 3	13	December	Merchants	Do.
—	Theban	144	10 121	0	38 5	13	Do.	Do.	Do.
32	Nereus	144	1 121	8	37 8	12	March	Do.	Do.
Sloop	Rhodian	90	2 74	2	24 8	11	January	Do.	Henry Peake, Esq.
—	Sarpedon	90	4 74	0	24 9	11	February	Do.	Do.
—	Anachne	100	2 77	0	30 7	13	Do.	Do.	Sir Wm. Rule.
—	Beaver	89	7 73	1	24 7	11	Do.	Do.	Henry Peake, Esq.
—	Zephyr	92	5 73	2	25 6	12	May	Fortsmouth	Surveyors of the Navy.
—	Persian	100	2 78	5	30 6	12	Do.	Merchants	Sir Wm. Rule.
—	Hecate	100	2 77	4	30 7	12	June	Do.	Do.
—	Cestilian	100	3 77	10	30 7	13	Do.	Do.	Do.
—	Echio	100	4 77	6	30 8	12	July	Do.	Do.
—	Hesper	108	4 90	7	29 8	9	Do.	Do.	Do.
—	Neylla	100	4 77	8	30 0	12	Do.	Do.	Do.
—	Trinculo	100	5 77	9	30 8	12	Do.	Do.	Do.
—	Jalouse	108	4 90	10	29 8	9	Do.	Flymouth	Do.
—	Portridge	108	4 90	10	29 7	8	Do.	Merchants	Do.
—	Crane	100	0 77	3	30 7	12	August	Do.	Do.
—	Rifleman	109	2 77	4	30 8	12	Do.	Do.	Do.
—	Charvaldis	60	3 77	6	30 7	12	Do.	Do.	Do.
—	Sophie	120	3 77	6	30 8	12	Sept.	Do.	Do.
—	Muros	92	1 72	9	25 6	12	October	Chatham	Surveyors of the Navy.
—	Prospero	92	0 72	8	25 0	12	Nov.	Woolwich	Do.
Advice Boat.	Transit *	132	3 116	11	20 6	12	March	Merchants	Mr. Gower.

\* This vessel has four masts.

## Imperial Parliament.

HOUSE OF LORDS, THURSDAY, JANUARY 25.

**L**ORD GRENVILLE rose to advert to a notice of a motion for a vote of thanks to Lord Gambier for his services in destroying the enemy's ships in Basque Roads. On account of the manner in which this service had been executed, the noble admiral had been put upon his trial for life or death. His motion, therefore, was essential to the honour of the noble admiral. His lordship concluded by moving, that the minutes of the trial and sentence of Lord Gambier be laid before the House.

Lord *Mulgrave* objected to the production of the minutes, but would have no objection to the production of the sentence. If the minutes of the trial were laid before the House, it would have the appearance of re-trying the noble admiral.

The motion of Lord Grenville, as amended by Lord *Mulgrave*, was then agreed to.

THURSDAY, FEBRUARY 1.

Earl *Grey* moved for the correspondence since April last, between Mr. Canning and Mr. Erskine; the instructions sent out to Mr. Erskine; and Mr. Erskine's letter to Mr. Smith.—Ordered.

MONDAY, FEBRUARY 5.

Earl *Grosvenor* moved, "That an humble Address be presented to his Majesty, that he would be graciously pleased to order that there be laid before the House a copy of a letter written by the Lords Commissioners of the Admiralty to the Right Hon. Lord *Cochrane*, desiring to know the grounds upon which he intended to oppose the Vote of Thanks of the House of Commons to the Right Hon. Admiral Lord Gambier."

Lord *Mulgrave* desired to know from the Noble Lord the motive which induced him to move for this paper; because, if it were intended thereby to ground any motion against the Board to which he had the honour to belong (the Admiralty Board) he would second his motion. But if it in any respect applied to the intended motion of thanks to Lord Gambier, he should certainly oppose it.

Lord *Grenville* immediately rose and said, that it was the privilege of every noble person in that House to submit what motion its rules and orders allowed, upon any paper or matter in their possession; and for himself he would have it understood, that whatever the noble lord who moved for this paper, or any other person might do, when it should be produced, he desired the noble lord opposite to him (Lord *Mulgrave*) and the House to know, that he would not suffer himself to be restricted from making use of it in any way, or to ground any motion upon it he might think proper. But he would be candid with the noble lord, and assure him, that the paper in question would in a degree influence the vote he should give, when the Thanks of that House should be moved to Lord Gambier.

Lord *Mulgrave* shortly explained, and the motion was agreed to.

THURSDAY, FEBRUARY 8.

Lord *Mulgrave* prefaced his motion for the thanks of the House to Admiral Lord Gambier, by alluding to the motion of Lord Grosvenor, for the Admiralty letter to Lord Cochrane, which he considered irrelevant and improper; he deprecated party feelings of this kind, and he trusted the House would give their unanimous thanks to the noble lord, who had contributed so much to the honour and glory of the nation, by the exploits in Basque Roads; for his part he considered it the naval parallel with the victory of Talavera, and deserving of the highest tribute of approbation and gratitude. His lordship entered fully into the details of the transaction, and highly complimented the different officers who had distinguished themselves on the glorious occasion. He trusted the report of an opposition to the motion was unfounded, as our glory and salvation depended on Parliament doing its duty to our brave tars; who, on all occasions, encounter and surmount the most hazardous enterprises, in which this was pre-eminently conspicuous, and for which he moved the thanks of the House to Lord Gambier, &c.

Lord *Holland* represented, in very strong terms, the awkward situation in which ministers had placed themselves, by proposing thanks to the noble admiral, and then sending him to a court martial with all his honours on his head; he defended his side of the House from the imputation of party in opposing the measure, which being of the highest consequence, should not, he said, without the clearest conviction, be conferred; if the thanks of Parliament were often to be voted in this way, they would soon cease to be of any value.

Lord *Melville* concurred in the vote of thanks, though he disapproved of the conduct of the First Lord of the Admiralty; first, in the appointment of Lord Cochrane to the command, which could not fail of creating much dissatisfaction amongst the officers of the fleet; and secondly, for attending to the representations of that officer against Lord Gambier, against whom there were evidently no sufficient grounds to bring him to a court martial.

The *Earl of Liverpool* defended the conduct of the Admiralty.

Earl *Grosvenor* did not think the service of Lord Gambier of such a nature as to require the particular thanks of the House, which should be given only on very signal and important victories. Nobody could doubt that they were due to Lord Howe, to Lord Duncan, to Lord St. Vincent, or, to the immortal Nelson, for the splendid exploits with which they had adorned our naval history. These were things which spoke for themselves, and nobody could doubt the propriety of voting thanks, as it were, by *acclamation*. He thought, however, the services of Lord Gambier were of a very inferior description, and called for no such reward.

Lord *Grenville* observed, that if ever the thanks of that House should happen to be voted on principles of party feeling, their value would diminish, and they would no longer be the object of the valour and enterprise of our soldiers and seamen. Their lordships should reserve their



thanks for great occasions; he would not say that this was not one, but as far as the Admiralty could do, they had rendered it a matter of doubt. They had brought the noble admiral to a court martial, not on the accusation, not on charges preferred by an inferior officer, but merely on his declaration, that, as a member of another House, he should feel himself obliged to oppose the vote of thanks.

The *Earl of Buckinghamshire*, the *Lord Chancellor*, and *Viscount Sidmouth* agreed in the original motion.

Lord *Darnley* did not consider the share which Lord Gambier had in the affair of Basque Roads, as by any means entitled to so high an honour as the thanks of that House.

The question was afterwards carried without a division.

#### FRIDAY, FEBRUARY 9.

The *Lord Chancellor* informed Admiral Baron Gambier of the thanks voted to him by their lordships yesterday; in doing which, his lordship, on the part of the House, passed a great encomium upon the life and services of the noble admiral, and concluded by testifying his personal respect.

Lord Gambier expressed his high sense of the honour conferred upon him, but acknowledged he was not able to describe the gratitude he felt upon this occasion.

*Viscount Melville* rose, and entered into a history of the origin of the Commissioners of Naval Revision. The reports upon their lordships' table were voluminous; and yet, from some cause it happened, that the whole had not been presented. These reports, from time to time, were made for the purpose of introducing improvements into the civil department of our navy. But being made experimentally, it was necessary that some regulation of the whole should be adopted; for, from the different modes which had been resorted to, it appeared that the measures adopted in the dockyards, were widely opposite to those in the victualling yards. He commented at great length on the haste with which these reports passed from the Commissioners to the Admiralty Board, and from thence to the Council. Towards the conclusion, he recommended the propriety of the substance of these Reports being under the direction of his Majesty, who, by his council, might have every means of completing, for the prosperity of the navy, what had been so wisely begun. He passed many compliments upon the character and ability of those who had been appointed Commissioners, and moved, "That there be laid before that House, an account of all steps taken by his Majesty, to forward the object of the second and other reports," &c

Lord *Mulgrave* said, he scarcely knew what sort of reply to make to the observations of the Noble Viscount. There was not any thing to complain of as the Reports now stood, though he was not altogether desirous that they should have been laid before the House at this particular time. He defended his own conduct at the head of the Admiralty; neither was there such precipitation in passing these Reports, as the Noble Viscount mentioned; for they had not been acted upon by the Admiralty Board, without the information of one of the commissioners, Admiral Domett, a man of

unparalleled talents for investigating this subject. The Noble Viscount need not have hurried to town for fear of the destruction of the British navy. There was one Report, the 8th, which regarded Northfleet; this, he should, at present, oppose being produced; because it would be dangerous to permit that the contents should transpire to the enemy; and as to another Report, not then on the table, relative to supplying timber for the navy, not only now, but always, whether in or out of office, and at any distant time, he would, for the purpose of opposing its production, hurry up to town, even from Scotland, as the Noble Viscount had done on the present occasion. He had no hesitation in declaring, that such had been the prosperity of the British navy, in spite of abuses, that if the whole of those Reports of the Commissioners of Naval Revision, although he highly valued them, were torn to pieces, or burnt, and lost to the country, still there would have been no necessity for the Noble Viscount to have frightened his imagination with phantoms, and to have set off post from Scotland, as he understood he had done, lest, by the want of his suggestions, our naval prosperity should be completely ruined.

Lord *Melville* trusted, that he never would bring a motion before that House which could not be understood by every Noble Lord. He was confident he could not be misunderstood. He did not accuse the Noble Lord (Mulgrave) of rashness, but he thought that he might have been more candid. He would assert, if the Reports were acted upon, in less than twelve months, what he complained of would be removed. He had read the 8th and 9th Reports with attention, and had made such comments as induced him to bring forward the present motion.

Lord *Mulgrave* moved the previous question, as the Reports were already on the table.

The Lord *Chancellor* was of opinion that the motion was not intelligible; although he had read it over several times, yet he was not able to understand it; under these considerations, he would vote for the previous question.

Lord *Melville* said, that, although the opinion of the whole House might be against him, he would persevere, and carry into execution, the motion he had that night brought forward.

The Lord *Chancellor* put the previous question, which was carried.

#### HOUSE OF COMMONS, THURSDAY, JANUARY 25.

The *Speaker* read a letter from Admiral Cochrane, at Martinique, dated the 5th of June, expressing his gratitude for the honour done him by the Vote of Thanks passed in the House of Commons.

#### FRIDAY, JANUARY 26.

Lord *Porchester* rose for the purpose of moving, that a committee be appointed to inquire into the conduct and policy of the Expedition to the Scheldt. His reason for going first into an inquiry into this precious specimen of the military plans of ministers was, that it was the most calamitous of any. A great deal of boasting had been made about the wonderful

exploits achieved at Walcheren—about the destroying a Dutch dock, and the blowing up of a Dutch sluice. But it happened that the enemy spoke differently, and had had the impudence to tell ministers no injury had been done which could not be speedily repaired. It was said, that this Expedition was intended principally as a diversion in favour of Austria. After the fatal battle of the 6th of July, the armistice followed on the 12th, and it was after this we chose to administer assistance to the dead. It was after this we proceeded, by an expedition to Walcheren, to relieve Austria, who was fallen never to rise again! The Expedition was sent to a place where it could be of no service to Austria; where it was impossible the diversion could extend beyond the first *coup-de-main* at landing. The place was the very worst that could be chosen for such an expedition. Why was not Antwerp the first object of attack? For it was not until a month after the sailing of the Expedition, that a consultation was held on the propriety of attacking Antwerp. Our only hope of success rested in the suddenness of our movement against Antwerp; but our wise men thought it better to try the effect of a sudden attack, after a month's notice given to the enemy. He now came to the worst part of all. When the Expedition to Antwerp was abandoned, why were the soldiers left to fall victims to pestilence? Why did ministers, instead of evacuating Walcheren, make costly preparations to maintain it? How could this serve Austria? Would Buonaparte have given less favourable terms to Austria, had our troops been withdrawn? No, certainly not. Next, as to that most important point, the selection of a commander, he would ask, without any disparagement to Lord Chatham, why did not ministers confide the army to some experienced veteran, in whom the army confided. He could not, however, but approve of the appointment of one of their own body to command the expedition, when he considered how such an ill-judged plan might ruin the fame of an able general. If ever there was a time when it became the House to call loudly for inquiry, it was the present. Therefore, for England's honour and England's security, let an inquiry be voted; and let something be done which would animate the hope of an expiring world. The Noble Lord concluded with moving, that the House would resolve itself into a Committee to inquire into the Expedition to the Scheldt.

Mr. W. Quin seconded the motion.

Mr. Croker thought that an inquiry, such as was now called for, would be destructive of public business and public justice; because it would either occupy the whole time of the House, or be an improper mode of inquiry, supposing the commanders, and not the ministers, should be in fault. He concluded by moving the previous question.

Mr. Bathurst was in favour of the original motion.

The Chancellor of the Exchequer conceived that the present question was not, whether we should have any inquiry at all, but whether the House should pledge itself to go into a Committee of inquiry of the whole House, upon a question upon which they had no information whatever before them.

Mr. *Windham* thought inquiry was necessary, and should be agreed to with acclamations. He wanted no more information than he had already received: the facts spoke for themselves. He wanted no more documents than the nature of the case had already given him.

Mr. *Ponsonby* said, the question was, whether the House of Commons should do its duty, or, through courtesy, give way to the pleasure of the minister. The papers should have been on the table the first day of the Sessions. What was the answer given to the Address of the City of London? That the proper documents would be laid before the House of Commons, who would adopt such measures, as in their wisdom should seem meet; and yet these documents are not produced; and when they are, it will not be for the information of the House, but the defence of the minister.

Mr. *Stephen* supported the amendment, and Sir S. Romilly opposed it.

General *Grosvenor* felt it a duty to the gallant army that served in that expedition, to the Noble Lord who commanded it, to the country, and to himself, to support the motion for immediate inquiry.

Sir *Home Popham*, on the part of the navy, and its gallant commander, was decidedly of the same opinion.

Sir *W. Curtis* said, he should vote decidedly against ministers on this question, because he felt that an inquiry was absolutely necessary.

Mr. *Canning* observed, that in the case of the Convention of Cintra, a measure highly disgraceful to this country, an inquiry had been instituted; and so ought an inquiry to take place into the Expedition to Walcheren. It was impossible for Parliament, consistently with its character, to refuse an inquiry. But when he thus contended for its necessity, he must say, that the House ought to wait for the papers that were to be produced, before any motion was made on the subject; and for that reason he would support the previous question.

Mr. *Patterson* moved, that the debate be adjourned to Monday se'nnight.

The House proceeded to divide on this motion, which, however, was negatived without a division.

The House then divided on Lord Porchester's motion.

For the Motion ..... 195

Against it ..... 186

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Majority against Ministers ..... 9

The motion for an inquiry being carried, an order was made, that the House do appoint a Committee for that purpose on Friday next.

MONDAY, JANUARY 29.

Lord *Cochrane*, after a speech of some length, in which he entered into a professional detail of the action in Basque Roads, and the conduct, as it appeared to him, of Lord Gambier on the occasion, concluded by moving for a copy of the minutes of the court-martial on his lordship. In the course of his speech, his lordship entered into a variety of nautical details, and



contended that Lord Gambier might have ordered in ships to attack the French lying in the Roads, four hours sooner than was done. To this delay he imputed it, that the action was not attended with the complete destruction of the French fleet. If the minutes should be produced, he pledged his honour, and every thing that he held dear, to prove these facts, and entered into complaints that merit in general was not promoted in the navy, but that even there promotion was too often a mere appendix to borough influence.

Captain *Beresford* felt himself particularly called upon to reply to some things that had fallen from the noble lord, having been himself examined as a witness on that trial, and knowing all the officers who formed the court martial, than whom there were not more respectable officers in his Majesty's navy. (Hear! Hear!) He had been an eye-witness of the whole transaction, and he must say, that Lord Gambier's conduct throughout the whole was every thing like what a British admiral's ought, from first to last. He would say, that Lord Gambier would have disgraced himself as an officer, if he had acted as the noble lord wished him to act; and instead of injuring the enemy, our own ships would have been destroyed, and our sailors would now have been confined in a French prison. The noble lord also seems to forget the manner in which the chart was formed, for the purpose of supporting his own evidence; he forgets also the way in which the log was drawn up for the same purpose; (Hear! Hear!) and also the very position of the enemy's fleet. Lord Cochrane could not expect—

Here the *Speaker* observed, that it was not regular to name any member.

He begged pardon of the House, not being sufficiently acquainted with its forms; and unaccustomed as he was to address them, he would rather meet an enemy in action than rise to speak in that House. (Hear! Hear!) But the noble lord could not expect that he would give up the experience of Admiral Stopford and all the officers in the fleet, of the most respectable officers who formed the court martial, in deference to the noble lord's opinion.

Sir *J. Orde* could not conceive the object of the motion. Did the noble lord wish to try Lord Gambier again at the bar of that House? He had been already tried and most honourably acquitted by a court martial, and that court composed of as honourable and respectable men as any in the navy.

After a long and interesting debate in which Sir *Francis Burdett*, Mr. *Whitbread*, and Mr. *Lyttleton* supported the motion; and the *Chancellor of the Exchequer*, Mr. *Yorke*, and Mr. *Wilberforce* opposed it.

Lord *Cochrane* rose to reply. His lordship entered into a detail at considerable length relative to the subject of the log-book of his ship, and the nature of the signals which were given to the fire-ships.—The noble lord further stated that the officers that were promoted in consequence of this service were not those that were engaged in the action, but some of those that were not at all employed. He considered his character at stake; his conduct had been impeached, and injustice to himself as well as to the public, he wished to have the whole

of the proceedings laid before the House. If he did not prove what he had stated, he was willing to be condemned to infamy, and even to be expelled the House. An evidence before the court martial had stated that he (his lordship) was to blame; and when he wished to be heard in his own defence, he was told that his conduct was not the question before the Court, and therefore refused a hearing, though in the examination of other witnesses, the Court had been extremely rigorous in their inquiry, with an obvious view to find him in the wrong. The noble lord then proceeded to make some animadversions on the testimony of Mr. Fairfax, when

Mr. Yorke called his lordship to order

Lord Cochrane insisted, that Mr. Fairfax having come on deck in consequence of hearing the explosion of the fireship, could not possibly see it take place, considering that there were not less than a hundred barrels of gunpowder on board, though he had given evidence of having witnessed the fact. The whole transaction was as yet involved in much mystery, and, if all were revealed, he was persuaded that there could not be two opinions on the subject. He did not impute any misconduct to the noble lord, but he wished to prevent the House from giving their solemn thanks, in a case where nothing had been done worthy of that distinction.

Lord Cochrane's motion was at length negatived, by 171 against 19; after which Mr. Perceval's amendment, substituting the word *Sentence* for *Minutes*, was carried without a division, and the *Chancellor* of the *Exchequer* brought up the sentence of the court martial, which was laid on the table.

The *Chancellor* of the *Exchequer* then moved the following resolution:

"That the thanks of the House be given to Admiral Lord Gambier, for his zeal, judgment, ability, and assiduous attention in the execution of his important service in Basque Roads, having pursued the enemy into their own roads, and driven two of their vessels ashore on the 11th and 12th of April, 1802, and having afterwards destroyed others, and rendered the enemy's fleet inefficient during the remainder of the campaign."

Lord Cochrane objected to the vote, on the ground that Lord Gambier was not entitled to it for the service performed. He could not agree to vote away thanks when he could not divine any reasonable cause for so doing.

Sir John Orde conceived that the noble lord was well entitled to receive the thanks of the House.

Sir Francis Burdett observed, that the question for determination was, whether the noble lord's services were of a nature to deserve thanks? He could not perceive a single fact that called for such a vote. On the contrary, the House had the declaration of his noble friend that Lord Gambier was not within seven miles of the scene of action. The Hon. Baronet should have no objection to voting thanks to his Majesty's ministers, for advising his Majesty to bestow the Red Ribband upon his noble friend (Lord Cochrane), and thought an amendment to that effect would be desirable.

Mr. Windham objected to the motion, on the ground that the service

which my Lord Gambier had performed did not merit such high honours, he regretted that Ministers were every day becoming more lavish of such distinctions.

The House divided on the motion of thanks,

Ayes 161; Noes 89: Majority 122.

WEDNESDAY, JANUARY 31.

In a committee of supply, for moving the Navy Estimates, Mr. Ward moved, "That it was the opinion of the committee, that the number of seamen employed for the year 1810 be 130,000 men, including 31,000 marines: which was agreed to."

He observed, that it was necessary to follow up this vote with the usual vote of wear and tear, with the wages and victuals of the number of men voted. He had to observe, that the amount voted last year was 11,900,000*l.* but there would be a diminution this year in the sum to the amount of one million and upwards. In the first place, he observed, though the number of men voted amounted to 130,000, yet on an average there was an increase of 13,000, which it would be for the House to consider hereafter, whether they should be continued in the service or not? On the subject of victualling, he had to remark, that there would be a considerable saving in the estimates of the navy, in which was included heretofore the victualling soldiers beyond the seas, so that on an average of three years the amount of one million, included in that service, would be carried to the army. There would also be a considerable saving on seamen's wages being taken this year at 1*l.* 15*s.* 6*d.* instead of 1*l.* 17*s.* as last year.—The whole of the estimate would then be 10,800,000*l.* He concluded by moving

That the sum of 2,999,750*l.* be granted to his Majesty, for the wages of the said 130,000 men, for 13 lunar months, at the rate of 1*l.* 15*s.* 6*d.* per man per month.

That the sum of 3,999,260*l.* be granted to his Majesty, for victualling to the said men, at 2*l.* 17*s.* 3*d.* per man per month.

That the sum of 3,295,456*l.* be granted to his Majesty, for wear and tear, at the rate of 1*l.* 19*s.* per man per month.

And that the sum of 595,400*l.* be granted for ordnance.

Admiral *Markham* observed, that in former years it was usual to state the average of the number of seamen that would be employed, but he had never heard of such an excess before, as that noticed by the Right Hon. Gentleman. He had flattered them with the prospect of a considerable saving, but he should wish to understand in which of the four departments this deduction was to be made. The Sea Fencibles, no doubt, were a considerable expense, amounting to 200,000*l.* a year, but even the abolition of that force would go but a short way to the saving that had been suggested.

The *Chancellor* of the *Exchequer* said, in consequence of an application from the Admiralty to put down the Sea Fencibles, as not being of any advantage to the country, it was intended that they should be discontinued; but then there must be half-pay to the officers reduced. The victualling of

the troops abroad would be brought forward, he observed, in a distinct estimate, as not properly belonging to the estimates of the Navy. Besides this reduction of the Sea Fencibles, there would be a saving also to a considerable amount from the difference of seamen's wages being 1s. 6d. per man less than last year. From the diminution of the transport service, there must be also a considerable saving. The number of men had increased considerably, as stated, but it would be for the House to determine whether they would continue them or not.

Sir *John Newport* wished to know if the same regulation was to be extended to the Irish Sea Fencibles, or any provision in that case made for the officers.

Mr. *Ward* stated, that it was intended to reduce them on the same principle as the English.

Mr. *Catcraft* observed, that an abstract of the navy estimates ought to be laid before the House, as the others were, a circumstance which contributed much to conveniency. He did not see why greater advantages should be allowed to officers that had served in the River Fencibles, than to others that had been in general service, the former having been in general preferred by many officers. He did not see, therefore, why they should have the additional half-pay.

The *Chancellor* of the *Exchequer* stated, that they were not to have additional half-pay. What he had said was, that they were to be restored to half-pay, that having been suspended during their service in the Sea Fencibles.

The resolutions, after some further remarks from Admiral *Markham*, were put and carried.

#### FRIDAY, FEBRUARY 2.

Lord *Porchester* said, before he moved that the order of the day should be read, for going into a committee on the *Walcheren Expedition*, he thought it necessary to call for certain papers, which had not yet been submitted to the committee. He could not conceive that the entire of the papers important to the investigation into the conduct of the expedition had been printed. He found among them, in the first instance, a short form of instructions for the Commander-in-chief. Was there no more detailed one?—Was he left to this dry digest of his orders? Was there no plan, no succession of objects proposed to the noble lord at the head of the Expedition? Were there no explanatory communications?

Lord *Castlereagh* was peculiarly solicitous that all information should be collected. The information on the table was decidedly imperfect. But the deficiencies were not to be filled up by any thing that was to be found in the office of the war department. Much of the information on which such expeditions were undertaken, was not of that species which could easily be reduced into official forms.—Much of it was oral; much connected with things and persons that could not, with propriety, be brought before the House in an embodied form. There were many documents, however, which still might be produced. For instance, the original plan; the general measures preparatory to the service; the evidence connected with



its origin and performance. He was anxious to give all the information which could be furnished relative to his connection with the matter of Inquiry. There were two branches of that Inquiry; first, the policy of the expedition, and next the performance. The House of course would not expect to receive any of those peculiar details which might involve the Foreign Powers with whom we had been in alliance; but much might still be given.

The noble mover had noticed the dry digest of orders, as he conceived it, transmitted to the Commander-in-chief. But, it should be recollected, that the instructions under the sign Manual were always as brief, as untechnical, and as general, as possible. The Admiralty instructions had gone more into detail: but the Admiralty were a professional Board—a number of men acquainted with the peculiar practice of the service. His Majesty's Ministers were, as it was to be expected, but generally informed on matters of a military nature; and technical points would not, of course, be found in their instructions. But still there was much valuable information to be required—much was contained in the different despatches from Walcheren and South Beveland, and much relative to the attack on Antwerp, which he did not hesitate to admit as the first and prominent object of the expedition. Before he set down, he begged to know of the noble lord to which of the divisions of Inquiry he proposed first attending—whether to the policy of the expedition, or its execution?

Lord *Porchester* conceived, that the policy could not properly be disjoined from the execution: they were connected with each other, and might together be considered. In the conduct of the Inquiry, he proposed to follow the order of time, and first to examine all the proceedings that occurred previously to the embarkation; then the amount and nature of the force prepared; then the conduct of the Expedition, when on service; and finally, all that occurred from the capture of Flushing, to the evacuation of Walcheren. The consideration of policy went side by side, with every question of the Inquiry, and he should not separate them.

Mr. *Croker* wished to know whether it were the intention to move for any additional papers from the Admiralty department.

Mr. *Tierney* said, he did not conceive that it was at all incumbent on his noble friend to move for these or any other papers. The House had determined to go into an Inquiry; and he apprehended it would be competent to the committee, from time to time, to instruct the Chairman to move for all such papers as might be found necessary in the course of the investigation.

The *Chancellor of the Exchequer* thought the Right Hon. Gentleman perfectly correct in his latter statement, and that the Chairman might unquestionably be ordered to move for any papers, especially if the course pointed out by his noble friend behind him should be adopted, viz. that of appointing a secret committee to consider of such papers as could not without prejudice to the public interests be promulgated, in a committee of the whole House. He thought such secret committee would be very proper, and it was his intention, if the House would give him leave, to move himself, on Monday, for its appointment.

Mr. *Tierney* said, considering that the committee for the purpose of Inquiry, was voted by the house against the sense of the Right Hon. Gentleman, he was somewhat surprised he should now attempt to interfere in any of the particular modes to be adopted for carrying the wishes of the House into execution. He thought that, on consideration, the Right Hon. Gentleman should not be too prompt in coming forward in the appointment of committees. Instead, therefore, of waiting till Monday, he would advise his noble friend to move this very night, before they separated, for a secret committee, to examine particular papers; on which they should make their report to the House.

Mr. *Canning* said, he had heard it was by some understood, that he had intimated, that let the Inquiry turn out as it might, it was his intention to move for another tribunal, before which it might be investigated. There was nothing, however, further from his thoughts. What he had said was, that he was only sorry the subject had not been referred to another tribunal before the meeting of Parliament.

With respect to the Inquiry into which the Committee was now going to enter, he considered it to embrace four points. With regard to the first, the policy of the expedition, as comprehending this country, as to her relations with other powers on the continent, he considered himself equally responsible with all the other Ministers. With respect to the time of its departure from our ports, he also considered himself fully and completely responsible.

As to the execution of the naval and military parts of the expedition, though he was not actually responsible, he did not mean to put in a disclaimer against it. With respect to the policy of the evacuation of Walcheren, he could not be considered as at all responsible.

The question was then put and agreed to.

Lord *Porchester* then moved the order of the day for the House to resolve itself into a committee of the whole House, to inquire into the Walcheren expedition.

On the question that the Speaker should leave the chair being put,

Mr. *Yorke* rose and moved the standing order for the exclusion of strangers. The gallery was immediately cleared.

#### MONDAY, FEBRUARY 5.

The Speaker acquainted the House, that he had received a letter from Admiral Lord Gambier, in return to the Vote of Thanks transmitted to him by the House, which he accordingly read. His Lordship expressed the high sense he entertained of the honour conferred upon him, and the hope that his conduct in the service of his country should always be such as to merit the approbation of that Honourable House.

Mr. *Whitbread* moved, that an humble address be presented to his Majesty, praying his Majesty to lay before the house, copies of the despatches of Mr. Erskine to Mr. Canning, of the third and fourth of Dec. 1809.—agreed to.

Lord *Porchester* moved, “for the appointment of a secret committee, to whom should be referred the inspection and selection of certain secret in-

formation, and confidential communications, laid before his Majesty's Ministers, with respect to the expedition to the Scheldt, and of a nature improper to be made public." It was his intention that this committee should be composed of nine members; but the number might be increased or diminished, as might be judged expedient.

After a discussion of considerable length, the following Members were appointed to form the Committee:—

Lord Porchester,	General Ferguson,
Mr. F. Robinson,	Mr. Wilberforce,
Admiral Markham,	Mr. Sturges Bourne,
Mr. Bathurst,	Mr. Yorke,
Captain Beresford,	Mr. Davis Giddy.
General Crawford,	

TUESDAY, FEBRUARY 6.

Lord *Cochrane* said, he felt himself bound to make some observations on the oaths administered to the Judge Advocate, the members of Naval Courts Martial, and the evidence called in favour of the defendant. He complained that the Judge Advocate was not bound to make a copy of the evidence adduced, and as all oaths in general bound witnesses to speak the truth, the whole truth, and nothing but the truth, the same should be done by evidence called for a defendant, who did not, as they now stood, think themselves bound to state more than they were asked.—His Lordship concluded by moving,

That there be laid before the House copies of the oaths administered to the members of a Court Martial, to the Judge Advocate, and to the witnesses.

Mr. *Croker* observed, that the two first oaths were included in an Act of Parliament, and therefore the motion for these was unnecessary.

Mr. *Robert Ward* had no objection to a copy of the last oath being produced, which required correction.

His Lordship then moved for a copy alone of the oath administered to witnesses, which was ordered accordingly.

Mr. *Yorke* having, every evening, enforced the standing order of the House, for the exclusion of strangers, previously to the House going into a committee on the *Walcheren* expedition.

Mr. *Sheridan*, agreeably to notice, made the following motion:—

"That a Committee of Privileges meet to-morrow in the Speaker's chambers, to consider an order of the House, of the 25th of January last, which directs, that all strangers found in the House, be taken into custody."

The honourable member was not aware of any evil resulting from the non-enforcement of the order for the exclusion of strangers; he wished to leave it in the power of any individual member to enforce the standing order when he thought fit; but he should expect him to state the grounds why he thought it unfit that the discussion should be open to the public. He should expect some reason for the motion, to shew that it did not arise from mere caprice, and that the question of exclusion or admittance, should be decided on by the House.

Mr. *Windham*, and other members, opposed the motion, on the ground that neither the House nor the country was benefited by the Newspaper publications of the proceedings of Parliament.—On a division, the motion was lost, by 166 against 80.

## FRIDAY FEBRUARY 9.

Sir *C. Pole* presented a petition against the delays in Admiralty Courts, with respect to the payment of prize-money, which was received, and ordered to lie on the table.

## MONDAY, FEBRUARY 12.

Mr. *Crocker* presented a copy of the oath administered to members of Courts Martial, which was ordered to lie on the table.

Mr. *Hutchinson* observed, that the great object of the late expedition was to destroy the enemy's arsenals at Antwerp, together with the ships of war which were stationed there, as well as those on the stocks. Now it appeared, that on the 29th of August last, the Earl of Chatham wrote to ministers, that the possession of Antwerp could only be obtained by a regular siege, to which his army was unequal, and that without the fall of that fortress, the ulterior object of the expedition, the destruction of the French fleet, was placed beyond our reach. He could scarcely believe it possible that ministers could have determined on the expedition, without knowing the defences of Antwerp. If they were ignorant of its being a fortified place, their ignorance was grossly culpable; but if they knew it to be a fortress completely defensible, their idea of taking it by a *coup-de-main* was ridiculous, and their whole plan culpable in the extreme. He wished, therefore, that all the information of which ministers were possessed, relative to the nature and plan of the defences of Antwerp should be laid before the House; being persuaded that on this very point the whole policy of the expedition would turn. The honourable member concluded by moving—1st, For any plan or plans in the possession of ministers of the fortifications of Antwerp; 2dly, the same with regard to Forts Lillo and Liefkenshoek; the substance of all the intelligence possessed by ministers, relative to the defences of Antwerp.

The *Chancellor* of the *Exchequer* objected to the motions as at least premature, since the information would be submitted to the Secret Committee appointed by the House, and it would be much more decorous to wait till their report was before the House.

Mr. *Yorke* observed, with regard to the first motion, for a plan of Antwerp, there might be a plan or no plan in the possession of ministers; he did not know as to that, but they might have that which was in the hands of every one, and which could be got in the shops. He did not, therefore, see any necessity for the two first motions. The third motion, for the substance of all information relative to Antwerp, appeared premature, as the Secret Committee were actually employed on that very subject, and would be in possession of the intelligence itself, and not merely the substance of it, as moved for by the honourable gentleman. He thought it would be more considerate and decorous towards the Com-



whittee to wait for their report, and should therefore move the previous question.

General *Tarleton* thought it would be extremely useful to have the plans of Antwerp and Lillo, as contributing to the elucidation of the expedition. When the Right Hon. Gentleman spoke of the plans of Antwerp, that were in every body's hands, he seemed to have forgotten that within the last ten years it was become a great naval arsenal, and its fortifications greatly strengthened.

Mr. *Whitbread* expressed his belief that the only reason why ministers opposed the motion was, because they had no information favourable to themselves to communicate.

Mr. *Hutchinson* replied; after which Lord Porchester and Mr. Windham said a few words, and the previous question was carried without a division.

## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, JANUARY 27, 1810.

CAPTAIN MUDGE, of his Majesty's Ship *Phoenix*, has transmitted in his letter of the 20th instant, to John Wilson Croker, Esq. the copy of a letter from Captain Coode, of the Brisk sloop, and stating his having captured on the 12th instant, *Le Harpalode* lugger privateer, of two guns, with a complement of fifty-four men, belonging to St. Maloes, out two days, and had made no capture.

FEBRUARY 6.

The following are copies of despatches which have been received at this office, from Vice-admiral the Honourable Sir Alexander Cochrane, K. B. Commander-in-chief of his Majesty's ships and vessels at the Leeward Islands, addressed to John Wilson Croker, Esq.

*Pompee, Fort Royal Bay, Martinique,  
Dec. 11, 1809.*

SIR,

I send herewith the copy of a letter from Captain Bailard, of the *Blonde*, detailing the particulars of an attack on an enemy's privateer.

I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's Ship Blonde, Saints,  
Sept. 25. 1809.*

SIR,

The signal for an enemy's vessel was made from the Hill, standing for Basse Terre; the boats of the vessels named in the margin\*, were sent in pursuit of her, under the orders of Lieutenant Richardson, of this ship. On their approach she ran on shore in a bay between two batteries, which kept up a very heavy cross fire at the boats; but that was not an obstacle to prevent their getting possession of her, and attempting to tow her out,

\* *Blonde, Facon, Scorpion.*

although a very large body of men with small arms were firing at them out of bushes; she was bilged and they left her.

I beg leave to recommend to your notice Lieutenant Richardson, for his brave conduct; he speaks highly of the cool and determined valour of every individual employed on this service.

Mr. Thompson, master, and one sailor of the *Blonde*, were most severely wounded; the latter soon after died; Mr. Thompson's right arm has been amputated; I hope he will do well. I beg to recommend him to your particular notice. I have, &c.

V. V. BALLARD.

*To the Honourable Sir A. Cochrane, K. B.*

*Rear-admiral of the Red, &c. &c.*

*Pompee, Fort Royal Bay, Martinique,  
12th Dec. 1809.*

SIR,

The enclosed copy of a letter from Captain Cameron, of his Majesty's sloop, *Hazard*, addressed to Commodore Fabie, in my absence, I request you to lay before the Lords Commissioners of the Admiralty, the total destruction of the schooner privateer mentioned therein, and the silencing of the battery under which she was moored, was accomplished under circumstances of considerable difficulty, in the face of a formidable force, and is highly honourable to the parties employed.

Our loss in this little dash has, I am sorry to say, been severe.

I have, &c.

ALEX. COCHRANE.

*His Majesty's Sloop Hazard, off St. Mary's,  
Guadaloupe, Oct. 17, 1809.*

SIR,

Cruising on my station blockading Point-à-Petre, Pelorus in company, at day-light this morning I observed a privateer schooner, moored under the battery of St. Mary. I immediately determined on the capture or destruction of her. Both ships stood in sufficiently close to silence the battery effectually, and cover our boats, which were despatched under the orders of Lieutenants Robertson and Flinn, first of their respective ships; and I am happy to say they succeeded in boarding her; but as she was moored to the shore with a chain from the mast head and each quarter, finding it impossible to bring her out, they shortly after blew her up.

In justice to the officers and men employed on this service, I cannot omit particularizing the very gallant manner in which they approached the schooner, under a very heavy fire of grape from the battery, until it was silenced by the ships, and of grape and musquetry from the privateer, until they were nearly alongside, when the enemy quitted her, and joined at long line of musquetry on the beach, and two field pieces, to the fire of which they were exposed during the whole time they were preparing to blow her up, at a distance of not more than ten yards.

The privateer had one long eighteen-pounder on a circular carriage, and two swivels, about one hundred tons, and appeared to have from eighty to one hundred men; she was coppered and appeared new, and left Point-à-Petre yesterday on a cruise. Our joint loss has been fifteen killed and wounded, lists of which are enclosed; that of the enemy must have been very considerable, as the shore was completely lined with musquetry, exposed to a heavy cannonade from both ships, as well as from the small arms in the boats.

I should be very deficient in my duty was I not to mention the very gallant style Captain Huskisson of the *Pelorus* supported me in, totally destroying the enemy's battery by a joint fire.

It is impossible for me to express my ideas of the very gallant manner in which Lieutenants Robertson and Flinn conducted themselves on this occasion; and they speak in the highest terms of Messrs. Brisbane and Hunter, midshipmen of this ship, Mr. Ferguson, boatswain, and Mr. Scott, mate of the *Pelorus*, who as well as every individual employed were volunteers on the service. I have the honour to be, &c.

HUGH CAMERON.

*To Commodore Fahie.*

*Report of killed and wounded on board his Majesty's Sloop Pelorus, on the Morning of the 17th October, 1809.*

Lieutenant Edward Flinn, much hurt by blowing up the enemy's schooner; Alexander McCardel, capt. master, killed; Richard Grumbly, private marine, ditto, Michael Lane, private marine, wounded, (since dead); John Simpson, yeoman of the powder-room, severely wounded; Thomas Redgrave, yeoman of the sheets, slightly wounded; John Livingston, quarter-master, ditto; John Swan, coxswain, ditto.

*Report of killed and wounded on Board his Majesty's Sloop Hazard, on the Morning of the 17th October, 1809.*

James Murray, captain of the Forecastle, killed; Thomas Farthing, corporal of marines ditto; William Perryman, private marine, ditto; Mr. Ferguson, boatswain, badly wounded, blown up; Thomas Giles, private marine, dangerously wounded; Wm. Tallowgreen, private marine, severely wounded; Pierce Hestra, private marine, slightly wounded.

HUGH CAMERON.

*Pompee, Fort-Royal Bay, Martinique,  
Dec. 13, 1809.*

SIR,

I have to request that you will lay before the Lords Commissioners of the Admiralty, the accompanying letter from Captain Ballard, of the *Blonde*, with its enclosure from Captain Miller, of the *Thetis*.

The manner in which the capture of the *Nisus* French corvette was planned by Captain Miller, was most ably carried into execution by Capt. Elliott, of his Majesty's sloop *Pultusk*, who commanded the seamen and marines that were landed at a distance to attack the battery under which she was anchored; a service they performed after passing through almost impenetrable woods.

Captain Elliott received a severe contusion from the enemy's advanced sentinel, whom he surprised, and shot with a pistol, but who had sufficient strength to strike him in the knee with the butt-end of his musquet, after firing it. He speaks highly of Lieutenant Belchier, and the other officers and men under his command.

Lieutenant Carr, of the *Attentive* Gun Brig, has ever conducted himself as a brave and able officer. On every occasion he has distinguished himself. I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's Ship Blonde, off Guadaloupe,  
December 14, 1809.*

SIR,

It was not until Sunday the 10th instant that I heard from Captain Miller that a French brig from Europe had got into the *Hayes*. The *Thetis* was despatched to reconnoitre her, and, if possible, to get her out. I have much pleasure in forwarding you Captain Miller's letter to me, giving an account of his having taken the French National Brig *Nisus*, and destroyed the fortifications at that place.

I have desired Captain Miller to remain off that port, as probably most of the supplies bound to this part of the island may make for it. I regret not having had earlier information of her being there, as it is likely she might have been taken before the supplies which she brought, consisting of flour, beef, &c. were landed.

The Blonde and Hazard are off Basseterre.

I have the honour to be, &c.

V. V. BALLARD.

To the Hon. Sir Alexander Cochrane, K. B.

*His Majesty's Ship Thetis, off N. W. Part of  
Guadeloupe, Dec. 13, 1809.*

SIR,

I have the honour to acquaint you, that the brig you directed me to reconnoitre at the Hayes, proved to be the French national corvette *Le Nisus*, commanded by Mons. Le Netvel, Capitaine de Fregate, brought out of that port yesterday evening. The gallantry displayed by Captain Elliott, of the *Pultusk*, who headed the marines of this ship, the *Pultusk*, *Achates*, and *Bacchus*, with a party of seventy-five seamen, secured the possession of this vessel, and the destruction of every defence at the port of the Hayes. The Difficulties they had to encounter in finding their way through thick woods, over a high hill, without any path or guide, adds an instance to the perseverance and intrepidity of British seamen and marines. It was dark before this gallant party found their way to the fort. Their charge made upon it was irresistible; the enemy (amounting, by the account of one of the prisoners, to three hundred men) fled after a slight resistance, and the brig surrendered immediately upon the guns of the fort being turned upon her, and was brought out by Captain Elliott, who left Lieutenant Belchier, first of this ship, in charge of the destruction of the battery, which he completely effected, setting fire to the buildings, spiking the guns, and throwing the carriages and ammunition over the cliff. I should be deficient in duty not to report the zeal and ability displayed by that officer in the performance of this service, as well as the assistance his abilities have afforded me whenever called upon; and the credit Lieut. Carr has added to his character, and the gallantry of the *Attentive* in keeping up a fire on the battery and brig for upwards of six hours, a considerable part of the time within range of grape.

I am gratified at the conduct of every officer and man of this ship, keeping up a constant fire, and working in a very narrow harbour with 120 men out of the ship. Captain Elliot reports the conduct of his ship's company, and of Lieutenants Ruel and Cooke, and the marines, as well as of every officer and seaman of the landing party, in the highest terms.

Conceiving it of much importance to prevent the enemy getting guns mounted again at the fort, and cutting off reinforcements from Basseterre, which the prisoners report were expected, I have thought it my duty to remain off the Hayes in hopes of accomplishing that object, and preventing any vessel getting into that port, or their getting round the cargo of *Le Nisus*, which I understand to be a supply of provisions, and is in the town; most of her crew got on shore from her after surrendering: she sailed from L'Orient on the 30th October, and arrived at the Hayes the 1st of this month, and was ready again for sea, laden with coffee. I am happy to add, that not a man has been lost; the boatswain's mate and one seaman on board the *Attentive*, one marine and one seaman, belonging to this ship, wounded on shore.

I have, &c.

GEORGE MILLER.

To V. V. Ballard, Senior Officer, off Guadeloupe.



*General List of killed and wounded, Dec. 12, 1809.*

## THETIS.

John Holland, marine, badly wounded; Thomas Elford, seaman, slightly wounded.

## ATTENTIVE.

Thomas Berry, boatswain's mate, severely wounded; Arch. Chapman, quarter-master, slightly wounded.

SIR,

*Pompee, Fort Royal Bay, Dec. 16, 1809.*

I send for the information of the Lords Commissioners of the Admiralty the copy of a letter from Captain Hawker, of the *Melampus*, acquainting me with the capture of a French corvette, laden with supplies from Guadeloupe.

I have the honor to be, &c.

ALEX. COCHRANE.

SIR,

*His Majesty's Ship Melampus, Dec. 14, 1809.*

I have the honor to acquaint you, his Majesty's ship under my command captured this day, after a chase of twenty-eight hours, *Le Bearnais*, a French brig corvette, of sixteen twenty-four pounder carronades and one hundred and nine men, including thirty soldiers, commanded by Monsieur Montbazen, Lieutenant de Vaisseau; she is perfectly new, laden with flour and warlike stores, from Bayonne to Guadeloupe; she had one man killed and some wounded, and wounded two of ours before she struck; part of the cargo was thrown overboard during the chase.

I have the honor to be, &c.

F. HAWKER.

*The Hon. Sir Alex. Cochrane, K. B. &c.*

SIR,

*Pompee, under Marie Galante, Dec. 25, 1809.*

I have great pleasure in sending Captain Walker, of his Majesty's sloop *Rosamond*'s report of his success in capturing the *Papillon*, a French corvette, having thirty soldiers and a quantity of flour on board, intended for the garrison of Guadeloupe.

I have the honor to be, &c.

ALEX. COCHRANE.

SIR,

*Rosamond, at Sea, Dec. 19, 1809.*

I have great satisfaction in acquainting you that, on Sunday the 17th instant, while running down on the north side of Grandterre, I received information from the boat of a small privateer belonging to Antigua, commanded by a Mr. Morris, that a French national brig was between Guadeloupe and Montserrat; on which I immediately proceeded in the direction pointed out, and at noon was fortunate enough to get sight of her, and, after a chase of thirty-eight hours, she surrendered to his Majesty's sloop under my command, close in with Santa Cruz. She is the national brig *Le Papillon*, commanded by Monsieur De la Genetiere, Capitaine de Fregate, mounting fourteen twenty-four pounder carronades, and two long sixes, with one hundred and ten men on board, thirty of whom are troops. She was from Bourdeaux, bound to Guadeloupe, had been thirty-three days out, with three hundred barrels of flour on board, eighty of which she threw overboard during the chase. The *Papillon* is a vessel of large dimensions, two years old, sails fast, and appears to me to be well calculated, in every point, for his Majesty's service.

It is a pleasing part of my duty to represent to you the alacrity and zeal shewn by every officer and man under my command, during the chase, and I beg to introduce to your notice Lieutenant Henry Loney, first lieutenant, who shewed himself on this and all other occasions a most active and zealous officer.

I have the honor to be, &c.

B. WALKER.

*Vice-admiral the Hon. Sir Alex. Cochrane, K. B.*

SIR,

*Pompee, under Marie Galante, Dec. 25, 1809.*

Being at anchor in Fort Royal Bay, Martinique, on the 16th instant, a man of war brig, far in the Offing to leeward, appeared with a signal flying that she had been chased by the enemy's frigates; I immediately made the signal to the *Perlen*, then on her way towards Guadaloupe, to speak the brig, and to proceed according to the intelligence she might obtain; the *Alcmene* was ordered to weigh and follow, and the *Sceptre*, *Alfred*, and *Freija*, which had at that moment joined me, were not allowed to anchor, but to leave their flat boats, and proceed also.

So soon as I heard from Captain Weatherall of the *Observateur*, the brig which made the signal, that the enemy's frigates, four in number, had captured and burnt his Majesty's ship *Junon* (belonging to the *Habifax* squadron), about one hundred and fifty miles to windward of Guadaloupe, and that the *Observateur* had escaped by superior sailing, I proceeded to sea with this ship and the *Abercrombie*, and arrived off the *Saintes* early in the morning of the 18th, and about noon I was informed by Captain Eliot, of his Majesty's sloop *Hutusk*, that two of the enemy's frigates were at anchor about three leagues to the northward and westward of the town of *Basse-terre*; I then directed Captain Fabie, of the *Abercrombie*, to remain and guard *Pont-a-Petre*, and Captain Watson, of the *Alfred*, to guard *Basse-terre*, and made all sail in this ship with an intention of attacking the enemy: but on approaching nearer, I discovered the *Sceptre*, of the line, the *Blonde*, *Thetis*, *Freija*, and *Castor* frigates, and *Cygnat*, *Hazard*, and *Ringdove* sloops, and *Elizabeth* schooner, ready to commence the attack, I therefore did not interfere with the judicious arrangement of Captain Ballard of the *Sceptre*, the senior captain, and had only an opportunity of witnessing the engagement. Baffling and light winds preventing the *Pompee* from getting within gun-shot until the action had ceased, and the two frigates and batteries which defended the anchorage completely destroyed.

The *Blonde*, *Thetis*, *Cygnat*, *Hazard*, and *Ringdove*, bore the brunt of the action from their being a-head of the other ships, and by the animated fire kept up from them, one of the enemy's frigates was very soon dismasted, when the men began to desert their ships, and soon after set fire to them. Upon this Captain Cameron, of the *Hazard*, with the boats of the squadron, gallantly landed and stormed the batteries, which were still annoying our ships both with cannon and musquetry, and in the act of hauling down the enemy's colours, he fell by a swivel shot. In him the service has lost a brave and distinguished officer, and who, with Lieutenant Jenkins, first of the *Blonde*, also killed, have left each a widow and family to lament their loss.

The names of the frigates destroyed are, I understand, the *Loire* and *Seine*, pierced for forty guns each, but had none mounted on their quarter decks or forecastles; they were moored in a strong position in *Ance la Barque*, with their broadsides toward the entrance, which was defended by a heavy battery, now demolished, and the magazines blown up.

I am informed by the seven prisoners brought off from the shore, that these ships had not their full complement of seamen, but that they had four

hundred troops on board and fifty artillery men, which all escaped, with the exception of the above seven, and twenty others taken in a re-captured vessel; but all the warlike stores and provisions, intended for the garrison of Guadaloupe, were blown up in the frigates.

I enclose a list of killed and wounded: the Blonde's loss is rather severe, and so is, I have reason to believe, the enemy's, who had time to save nothing but their clothes.

I had every reason to be highly pleased in witnessing the emulation and bravery displayed by the several ships, in closing with the enemy; and I request you to make the same known to the Lords Commissioners of the Admiralty; also Captain Ballard's report, which is sent herewith.

I have not yet been able to fall in with the other two frigates; but I am in great hopes of preventing their arrival at Guadaloupe.

I have, &c.

ALEX. COCHRANE.

SIR,

*Scep're, off Guadaloupe, Dec 13, 1809.*

The moment I took charge of the squadron you did me the honour to place under my command, I that instant rejected the enemy's truce, conceiving it a mere French finesse, to procrastinate our attack on their frigates, at an anchor in Port à la Duché.

The captains of the squadron most readily entered into my plans, which, and that ready zeal manifested throughout the squadron, claims my most grateful thanks. To Captains Ballard and Miller all possible praise is due for so judiciously placing their ships, in a situation nearly annihilating the enemy's two frigates, of forty guns each; the outer ship's masts gone and on fire, by the time this ship and the rest of the squadron, from baffling winds, could render assistance.

I lament that this little affair has not been achieved without bloodshed. To that gallant officer, Captain Cameron, I gave discretionary orders with the other commanders, aided by the armed boats, to act against the batteries; and, while in possession of the northernmost fort, which we had before silenced, he received a wound from a musket ball, and afterwards his mortal wound from a swivel shot. In him the service has lost a most meritorious and good officer. I grieve to find he has left a widow to mourn his loss.

I beg leave to recommend to your notice Lieutenants Wyborn and Collins, of this ship, as well as Guise and Mollesworth, for their prompt measures in destroying the batteries; and to every other officer there employed; for the same spirit that excited them seemed in short to animate every individual in the squadron.

From Captain Dix I received every assistance the nature of the service required, who I trust stands high in your estimation.

Enclosed is a list of the wounded on board the *Thetis*, which is the only return I have received.

I have, &c.

V. V. BALLARD.

*To Sir Alex. Cochrane, K. B. Vice-admiral of the Blue, &c.*

*List of Men wounded in Action with the Enemy belonging to His Majesty's Ship Thetis, George Miller, Esq. Captain, dated December 13, 1809.*

John M'Masters, quarter-master's-mate, badly wounded, in destroying the battery and two frigates; William Royle, landman, ditto; William

Upton, able seaman, ditto; William Hooper, ordinary seaman, slightly wounded, in destroying the battery and two frigates; Patrick Steele, landman, ditto; William McFerrett, able seaman, ditto.

G. MILLER, Captain.

W. DAVIS, Surgeon.

*His Majesty's Ship Blonde, off Guadaloupe,*  
December 18, 1809.

SIR,

I herewith return you a list of killed and wounded on board his Majesty's ship Blonde, in action with two French frigates, Loire and Renommée, of forty-four guns each, under a battery of Anne la Barque, on the evening of the 1st December. Thank God our loss is not greater. The Blonde has not suffered either in her hull, masts, or yards. One bower and stream cables were shot away; the other lower cable was cut; we are now without a bower anchor. The conduct of the officers and ship's company merit my warmest praise. Mr. Thompson, the master, lost his arm about three months past in a gallant manner, destroying a small privateer under the batteries of Guadaloupe.

I have the honour to be, &c.

V. V. BALLARD.

*List of Killed and Wounded on board His Majesty's Ship Blonde, in Action, on the Evening of 18th December, with the French Frigates Renommée and Loire, of Forty-four Guns each, under a Five Gun Battery l'Anne la Barque, Guadaloupe.*

*Killed.*—Mr. G. Jenkins, first lieutenant; Mr. Edward Freeman, master's-mate; P. Johnstone, able seaman; John Potter, able seaman; N. Lops, able seaman; George Bashell, private marine, Anthony Stanning, private marine.

*Wounded.*—William Johnson, captain of the after-gallery, mortally; Thomas Sedgraves, able seaman, severely; John Willson, ordinary seaman, ditto; Jean Saing, supernumerary seaman (black man), ditto; Luke Skeppen, private marine, ditto; William Bluet, private marine, slightly; Jos. Treuter, private marine, ditto; William Johnson, private marine, ditto; Mr. C. W. Richardson, third lieutenant, ditto; Mr. T. Robotham, midshipman, ditto; Thomas Urell, able seaman, ditto; Robert Morrison, yeoman of the sheets, ditto; John Copeman, able seaman, ditto; David Logue, ordinary seaman, ditto; William Cox, ordinary seaman, ditto; John Stringfield, landman, ditto; James Leach, acting caulker, ditto.

V. V. BALLARD.

*Extract of a Letter from the Honourable Captain Bouverie, of His Majesty's Ship the Medusa, addressed to the Honourable Rear-admiral Stopford, and transmitted by Lord Gambier to John Wilson Croker, Esq.*

*His Majesty's Ship Medusa, Jan. 14, 1810.*

I have the honour to inform you, that yesterday his Majesty's ship under my command captured the French privateer L'Alouette, of fourteen guns and seventy-five men; this vessel is quite new; she belonged to Nantes, and left the entrance of the Loire just twenty-four hours before her capture.

*Copy of a Letter from Captain Mudge, of His Majesty's Ship the Phoenix, to John Wilson Croker, Esq. dated at Sea, January 29, 1810.*

SIR,

I beg leave to acquaint you, for the information of the Lordships, that



at one P. M. after a chase of twenty-one hours, (the last six calm) I captured (by the boats of this ship and *Jalouse*) the French privateer brig *Le Charles*, of fourteen guns and ninety men.

It is but justice to inform their Lordships, that first Lieutenant Monday, second Lieutenant Roberts, with Lieutenant Randall, of the *Jalouse*, very gallantly boarded her, under a heavy fire of grape and musketry.

I have the honour to be, &c.

Z. MUDGE.

*Phœnix*.—1 killed, 1 wounded.

*Jalouse*.—None killed or wounded.

FEBRUARY 10.

*Copy of a Letter from Captain Bligh, of his Majesty's Ship Valiant, addressed to Admiral Lord Gambier, and transmitted by him to John Wilson Croker, Esq.*

*His Majesty's Ship Valiant, off Belleisle,  
3d February, 1810.*

MY LORD,

I beg leave to acquaint you, that at day-light this morning I fell in with, and after six hours chase, captured the French Frigate *Cannouiere* (now called the *Confiance*), from the Isle of France, in part disarmed, having fourteen guns and a complement of a hundred and thirty-seven men, and laden with a cargo of colonial produce.

It appears she was lent to the merchants of the Mauritius, for the purpose of transporting this valuable cargo to France. I have, &c.

JOHN BLIGH.

FEBRUARY 10.

*Copy of a Letter from Captain Palmer, of his Majesty's Sloop Pheasant, addressed to Admiral Young, and by him transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Sloop Pheasant, at Sea,  
February 4, 1810.*

SIR,

I have the honour to acquaint you, that off Scilly, yesterday at eleven A. M. on clearing up of a thick fog, a lugger was seen bearing West about the distance of six or seven miles from this sloop. There was then but a very light air of wind from the Northward, I therefore thought it useless to chase him, but made sail from him, keeping the *Pheasant's* head-sails as much aback as possible, and the lugger direct a stern, to prevent his discovering us to be a vessel of war; and I was happy to see that the manœuvre took, as he immediately made all sail after us, and with rowing, &c. was up to the *Pheasant* by five P. M. when he hoisted French colours and gave us a shot; on which I tacked, and had the good fortune in passing him to strike away his topmast, the lugger likewise gave the *Pheasant* his guns in passing, and fired several volleys of small arms at her without effect. I am happy to add, that after a chase of four hours I succeeded in capturing her, whose name is the *Le Comte D. Humberbourg*, belonging to St. Maloes, carrying fourteen guns, which were thrown overboard in the chase, and her crew consisted of fifty-three men; had been out three days from the Isle of Bas, had not made any capture, is a new vessel upwards of eighty tons, and on her second cruise. I have, &c.

JOHN PALMER.

FEBRUARY 10.

*Copy of a Letter from Captain Stuart, commanding his Majesty's Ship Clyde, to John Wilson Croker, Esq. dated at Sea,*

SIR.

February 6, 1810.

Be pleased to inform my Lords Commissioners of the Admiralty, that his Majesty's Ship Clyde, under my command, after a chase of five hours, has captured the French lugger privateer La Transet, pierced for fourteen guns, and having forty-five men, last from Bourdeaux.

I have the honour to be, &c.

JOHN STUART, Captain.

### Naval Courts Martial.

ON Monday, the 11th of December, a Court Martial was held on James Nehemiah Taylor, Esq. surgeon of his Majesty's ship Jamaica, of 24 guns, on board his Majesty's ship Gladiator, in Portsmouth Harbour.—The charge against the prisoner was, that he had been guilty of an abominable offence of Thomas Ashton, a boy of the royal marines, his servant, on board the Jamaica, on the 23d of August last, on her voyage from Halifax.

Several witnesses having been examined, the court was cleared, and agreed that the charge had been proved against the said Nehemiah Taylor, and did adjudge him to suffer death, by being hanged by the neck on board such ship of his Majesty, and at such time, as the commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain, Ireland, &c. or any three of them for the time being, should direct.—The court was again opened, the prisoner brought in, audience admitted, and sentence passed accordingly.

The dreadful sentence of the law was carried into execution, on the 26th of September. On the day preceding, the unfortunate prisoner had had a long conversation with Mr. Howell, the chaplain of the ship, of which the following is part:—"Now sir, I am willing to make a full disclosure of all my sins, for I feel I must unburden my heart and mind of them. I will tell you with whom I have been concerned in this hateful crime, which I have practised so long and so often, and who are the persons that have tended to bring me into this baneful practice. Sir, this crime is more general than you are aware of—*there is a society formed for the practice of it!* and, belonging to it, are some men whom the public look up to."—He was proceeding to make this painful and disgusting disclosure, when Mr. H. desired he would not mention any names, as, in his present situation, it could be of no service, and the recollection of the circumstances might only tend to ruffle his mind, and break off his communications with the Deity, which above all things he should endeavour to preserve. He proceeded:—In London, in France, and in the Mediterranean, he had seen the act committed, and it was not considered a crime; that having taken up the vile and baneful opinion, *that he had a right to do with himself as he pleased*, and was not accountable to God, he had frequently committed it; and so powerful was the influence of the vice over him, that when objects did not present themselves to him, he sought them. He now loathed himself, he saw its detestable nature, and cried unto God for a pardon of all his sins; and he hoped and believed, that, through Christ, he should obtain it!" His subsequent conversation and prayers were most pious, scriptural, pathetic, and affecting. When he was about to be removed from the *L'Assaut* to the Ja-

maica (on the morning of his execution,) he said to Mr. H. "could the curtain of life drop here, in this cabin, I should meet it with satisfaction and composure, resting as I do, on the mercy of God, through the Saviour. But should you perceive me flurried or discomposed in my last moments, do not attribute it to any thing but that awfulness, which it is impossible not to feel, from the scene of the boats round the ship, and the preparations made to make an example of my end." When the boat had arrived alongside the Jamaica, he turned to Mr. H. and exclaimed—"this is, indeed, sir, a most awful moment." He continued in prayer for some time, in the gun-room of the Jamaica, and said twice or thrice "he was ready." Though the hour appointed for his execution (11 o'clock) had not arrived, yet his wishes were complied with. He walked to the place of execution, praying all the time, in which he was joined by the Provost-marshal, a man of superior mind. He was so composed as to correct the Provost-marshal twice, in reading the warrant for his execution; and when putting on the cap, it being too small, the Provost-marshal said he wished it had come down over the whole of his face, he said "never in mind." Mr. H. now said "here I must leave you, my feelings will not allow me to remain with you longer; I will go in the cabin and pray for you."—Shaking Mr. H. most affectionately by the hand, he replied, "Do, do! God bless you!" These were the last words he uttered, and a few minutes before eleven he was launched into eternity. He apparently suffered very little; in three or four minutes his struggles were ended.

He was a man of good education, strong natural abilities, and very extensive reading; but his principal reading, as he said, was in Voltaire, Bolingbroke, and other infidel authors. His manners were easy and courteous, and his quick flow of observations, upon almost every subject, shewed a well-stored mind. He was 38 years of age, 19 years of which he was a surgeon in the navy. He was son of the late Mr. Taylor, Dispenser of the Royal Hospital at Haslar. His body was landed and interred, at Alverstoke.

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### Promotions and Appointments.

#### Admirals and Captains appointed.

Rear-admiral Pickmore is to hoist his flag and proceed with a reinforcement off Cadiz.

Captain John Allen to the *Franchise*; William Ramage to the *Cherokee*; E. M. Chamberline to the *Temeraire*; William Hanwell to the *Grampus*; John Quilliam to the *Alexandria*; James Tillard to the *Sabrina*; John Lambourn to the *Trinculo*; S. T. Digby to the *Theban*; George Barlton to the *Rodney*; ——— Tower to the *Curaçoa*; G. Lennox to the *Raven*; John Poo Beresford, M. P. to the *Poictiers*; ——— Dashwood to the *Pyramus*; ——— Stackpoole to the *Tonnant*; J. L. O'Connor to the *Bonne Citoyenne*.

Lieutenant Robert Atchison is appointed to the Royal Hospital at Greenwich, vice Lt. Hunter, deceased.

#### Lieutenants, &c. appointed.

Robert Glenney to the *Formidable*; Henry Jenkinson to the *Clyde*; Henry Masterman to the *Formidable*; Edward Biddulph to the *Onyx*; Wilson B. Bigland to the *Implacable*; James L. Lean to the *Thracian*; Mark Anthony to the *Rinaldo*; Andrew Vincent to the *Owen Glendower*;

Launcelot Jackson to the Dolphin; W. W. Clifton to the Cherokee; R. T. Pecvor to the Cretan; Percy Brett to the Formidable; Robert Peter to the Lion; S. L. Falkiner to the Castilian; Alfred Robinson to the Fly; Edward H. Scott to the Albacore; William Malone (2) to the Greekstaid; Charles Tulloch to the Scipion; Robert B. Young to the Princess Carolina; Thomas Archer to the Beagle; Thomas Hawkes to the Doterel; William Rowley to the Lynx; Robert List to the Fleche; Joseph Magin to the Scipion; Thomas Eborald to the Courageux; James Lew to the Devastation; Col. Campbell to the Theban; Henry Meynall to ditto; George Young (1) to the Lion; W. N. Glasscock to ditto; John Kains to the Vesuvius; William Elliott (2) to the Implacable; John Neale (1) to the Parthian; John Chrystie to the Cordelia; George Bowen to the Dictator; Richard Conner to the Sybille; James Eastman to the Princess; J. E. McReidy to the Dictator; Henry Elton to ditto; William Houghton to the Audacious; Francis James Lewis to the Argus; George Hawkins to the Plantagenet; Charles Jolley to the Ulysses; Alexander Bissett to ditto; Frederick Voller to the Mercurius; Robert Streathfield to the Rose; William Hamilton (2) to ditto; William Ruddell to the Apelles; Thomas W. Cecil to the Tonnant; G. W. Larnon to ditto; David Soine to the Mars; William Edward Parry to the Alexandria; Thomas Phipps to the Bermuda; Roddam T. Douglas to the St. George; William Figg to the Rolla; Thomas Skead to ditto; Daniel Miller (2) to the Rinaldo; Thomas Pettman to the Dreadnought; Thomas Lipson, 1st lieutenant, to the Bonne Citoyenne; Neilson Williamson, 2d lieutenant, to ditto.

A list of midshipmen who passed for lieutenants on the first Wednesday in the month, at Somerset-House, London, and the Out-ports:—

*In London.*—Frederick Stunn, William Smith, William Hewett, Frederick Royce, Thomas Dundas, Richard Scanlan, George Benseley, William Randall, James Rennie, George Bissett.

*Sheerness.*—John Broderick, William Budgen, James Robinson, Samuel Price, William Meadows, William Hornsby, James Harris, John Middleton, Henry Ansell.

*Portsmouth.*—George Read, J. Y. Oliver, William Robertson, George Deal, M. Hoyle, Thomas Baker, Francis Meheux, George Hugo, John Adamson, Joss. Drewe, James Crawford, R. M. Woodriffe, John Mee, H. W. De Chaer.

#### Surgeons, &c. appointed.

Richard Gibbs to the Grampus; Charles Stornouth to the Theban; John Lauder to the Belvidera; James Holbrook to the Cherokee; James Coulthread to the Mars; Leyson Rees to the Pyramus; Alexander Bennett to the Waldemaar; Pearce Power to the Recruit; William Gilmore to the Helera; Robert Smyth to the Implacable; John Farley to the Rinaldo; Edward Coley to the Prometheus; Ambrose Blacklock to the Ethalion; Francis Torbitt to the Helicon; P. Waldron to the Tartarus; W. Preston to the Zenobia; Daniel Mongrove to the Thracian; N. Poulden to the Coeser; Mr. Henry Doumett is appointed dispenser of the naval hospital at Gibraltar.

Mr. John Mortimer to be surgeon of the naval hospital at Barbadoes, vice Mr. Cornick, deceased; Mr. Niel Smith to succeed Mr. Mortimer, as surgeon of the hospital at Martinique.

J. W. Ellis is appointed dispenser for prisoners of war, at Portchester Castle.



William Mackay to the *Saturn*; George Smith to the *Surly* cutter; R. Burnside to the *Rodney*; Thomas Johnstone to the *Resolution*; Thomas Heron to the *Arvi Prince*; Thomas Davis to the *Ethalion*; George Parsons to the *Harpy*; J. L. Drummond to the *St. Juan*; Francis Forbitt to the *Avenger*; William Warden to the *Namur*; George Meredith to the *Poictiers*; David Thomson to the *Sheldrake*; Thomas Alexander to the *Alert*; William Greaves to the *Ceres*.

#### Assistant-surgeons appointed, &c.

John Clerke to the *Africaine*; Charles Norman to the *Monarch*; Thomas Richards to the *Centinel*; W. M. Ewen to the *Formidable*; James Alexander to the *Starling* G. B.; William Sutton to the *Orion*; G. S. Rutherford to the *Lion*; Walter Oudney to be an hospital mate at Haslar; Patrick Coleman to ditto; D. M. Manus to be hospital mate at Dartmoor; J. E. Henderson to the *Bellerophon*; Thomas Bolton to the *Implacable*; Thomas Hagan to the *Kent*; Alfred Nicholson to the *Royal William*; Thomas Hagan to the *Vestal*; John Hunter to the *Haughty* G. B.; S. T. Apfin to the *Impetueux*; John Buchanan to the *Belvidere*; G. Zimmerman to the *Redbreast* G. B.

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#### BIRTHS.

Lately, in Devonshire-street, the Lady of Captain H. M. Scott, R.N. of a son.

Lately, at Portsmouth, the Lady of the Hon. Captain Paget, of his Majesty's ship *Revenge*, of a daughter.

On the 28th of January, the Lady of Captain Woodley Losack, of his Majesty's ship *Ists*, of a son.

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#### MARRIAGES.

By special licence, at St. George's, Hanover-square, by the Reverend Dr. Fitchard, domestic chaplain to the Earl of Northesk, Rear-admiral of the White, Walter Long, Esq. of Freshan House, Hants, to Mary Carnegie, eldest daughter of the Earl of Northesk.

Lately at Chatham, Lieutenant Pelbit, late of the *Briscis*, to Miss How, of Chatham.

On the 9th of August last, Lieutenant John Lambert, R. N. to Miss Leigh, daughter of — Leigh, Esq. all prisoners of war, at Verdun.

James Farquhar, Esq. surgeon in the Royal Navy, to Miss Barbara Fordyce.

Mr. Salter, Purser of his Majesty's ship *Thalia*, to Miss Pye, daughter of the late Mr. Pye, purser in the Royal Navy, of Portsea.

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#### OBITUARY.

On the 14th of February, at Edinbro', Mrs. Charles Dundas, sister to the Right Hon. Lord Viscount Melville, late 1st Lord Commissioner of the Admiralty.

Lately, T. Malin, Esq. a commissioner of excise, father-in-law to Lord Mulgrave, and Captain Malin, of his Majesty's ship *Undaunted*.

On the 9th of February, at the advanced age of 86 years, Lady Stanhope, mother of Vice-admiral Sir H. E. Stanhope, Bart.

On the 14th of February, after a lingering illness, Miss Jane Robb, youngest daughter of Charles Robb, Esq. master-attendant of his Majesty's Dock-yard, at Deptford.

On the 4th of February, after a lingering illness, Jane Kent, wife of Captain Kent, of his Majesty's ship *Agincourt*, she had been twice round the World, an occurrence that happens to few females.

Lately, Lieutenant Jenkins, of his Majesty's ship the *Blonde*.

On the 17th of February, at his apartments, in Greenwich Hospital, after a most severe illness, which at his advanced age, (79) he struggled against with a fortitude peculiar to himself, Lieutenant William Hunter, \* of that institution, and brother of Admiral John Hunter. He was one of the oldest officers and best seamen which the British Navy could boast of; and the many amiable and generous acts which he was continually in the habit of exercising to many who stood in need of his support, must be deeply engraven in the hearts of those who shared his bounty; his warm and generous heart never suffered the object of distress to pass, without affording such relief as would have done honor to the liberality of a man of far superior circumstances; by his death, the young man of merit entering into life has lost a generous protector, and society a valuable member, and by all who knew him, he lived respected, and died lamented.

Lately fell at Guadaloupe, in the act of most gallantly destroying two of the enemy's frigates, which took shelter under the forts of that island, Captain Cameron of his Majesty's sloop the *Hazard*.

Lately at Madras, commissioner Inman, residing at that presidency.

Lately, at Jamaica, of the yellow fever, Mr. P. Murphy, surgeon of the Naval Hospital at Port Royal.

On the 16th February, at his father's house in the Dock-yard at Deptford, Mr. John Hooker, eldest son of Mr. Hooker, one of the builders assistants of that yard.

On the 8th November, on the Jamaica station, Captain Welch, of his Majesty's ship *Ragoon*. Also, Mr. Murphy, surgeon of the Naval Hospital at Jamaica.

At Sheerness, Captain Bass, of his Majesty's ship *Gluckstadt*.

Mr. Pancass, a carpenter of the Royal Navy, who attained his 90th year, on new-year's day last.

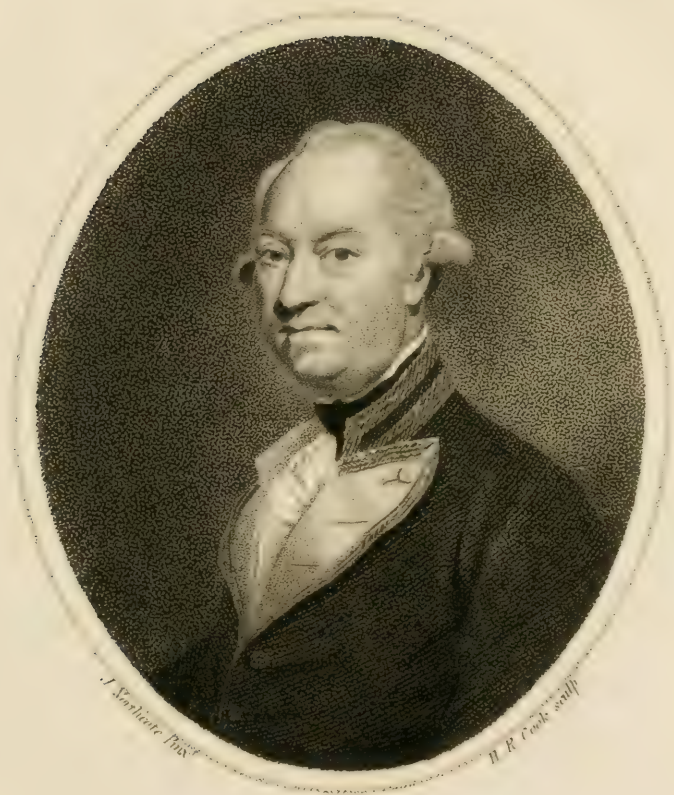
Richard Lewin, Esq. aged 90, formerly a commander in the service of the East-India Company.

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\*. \* The account of the death of Mrs. Rose, wife of Lieutenant James Rose, commander of the Crown prison ship, at Portsmouth, (copied, we believe, from a provincial paper) is erroneous.—We have the pleasure of stating, that that Lady is alive, and in perfect health.

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\* For an interesting Biographical Memoir of this worthy and lamented officer, with his portrait, see Vol. XIII. page 1, Naval Chronicle.



JOHN CARTER ALLEN ESQ.<sup>R.</sup>

Admiral of the White Squadron





MEMOIR OF THE PUBLIC SERVICES  
OF THE LATE  
JOHN CARTER ALLEN, ESQ.

ADMIRAL OF THE WHITE SQUADRON.

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“ In danger cool, in battle steady,  
To die or conquer always ready.”

IT has been justly observed, that, “ as it is not the fortune of every man to have that opportunity of distinguishing himself, which is necessary to the acquisition of high renown, there have been several commanders who have attained the most elevated rank in the service, and with the greatest intrinsic honour, without acquiring that fame which has indelibly established the characters of others; yet are these men not a tittle less entitled to the thanks and applause of their countrymen.”—This remark applies with considerable force to the late Admiral Allen; for, though his professional honours were, literally, the reward of professional merit, his services never appear to have been sufficiently brought forward to public notice.

This gentleman obtained a lieutenant's commission on the 14th of June, 1745, and was made commander, in the *Grampus* sloop, on the 5th of April, 1757.\* This proved to be a very fortunate appointment; as, in the course of the year, after a very gallant action in the Bay, he took the *Duc d'Aumont*, French privateer, of 16 guns and 100 men; for which, on the 21st of March, 1758, he was promoted to post rank, in the *Experiment* frigate, of 20 guns.—In the interim, however, he, for a short period, commanded, by order, a sixth rate, on the Mediterranean station.

Captain Allen did not remain long in the *Experiment*; but,

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\* Robert Allen died captain of the *Mary* yacht, in the year 1752; and Edward Allen perished with several of his crew, when captain of the *Greenwich*, which was overset in a hurricane, at Jamaica, on the 22d of October, 1744; but, whether either of these officers were related to the subject of this memoir, we are uninformed.

early in the year 1760, he sailed from England, in the *Repulse* frigate, which formed part of a small squadron, sent under the command of the Hon. Captain (afterwards admiral) Byron, to demolish the fortifications at Louisbourg. Whilst employed on this service, Captain Byron received intelligence that some French ships of war had put into the Bay of Chaleur, with several small vessels under their convoy, laden with ammunition, stores, &c. for the French army in Canada. He accordingly proceeded thither, with his own ship, the *Fame*, of 74 guns, the *Repulse*, Captain Allen, and the *Scarborough*, of 20 guns, Captain Stott. On the 24th of June, this little squadron entered the bay, and discovered the following French ships at anchor :—

<i>Ships.</i>	<i>Guns.</i>
Machault .....	32
Bienfaisant .....	22
Marquis de Marloze..	16

On Captain Byron's approach, the French retired higher up, landed their men, and began to erect batteries on the shore, to obstruct his passage up the channel, which was very narrow and shoal. On the 8th of July, our ships were lightened, and with some difficulty warped up within shot of the enemy, who, for a time, sustained a brisk cannonade, which ultimately compelled them to set fire to their ships, abandon them, and fly to the shore. The *Machault* and *Bienfaisant* were burnt by their own crews, and the *Marquis de Marloze* by the English.—The batteries were now speedily silenced; and a party of seamen and marines was landed, by which the fortifications of the place were destroyed, with twenty sail of sloops, schooners, and small privateers.

On this service, which was of considerable importance, Captain Allen distinguished himself in a very gallant manner. The French convoy, so fortunately destroyed, had been despatched from Europe, for the relief of the garrison of Montreal; but, finding that the British squadron, under Lord Colville, had reached the river St. Lawrence before them, they put into the Bay of Chaleur, hoping that, by landing the troops, provisions, and stores, they might be conveyed to their place of destination by land.

Captain Allen returned to Louisbourg with Captain Byron; and, in the following year, he was detached by Lord Colville,

with some other ships, to convey troops to the West Indies, where he remained, in the *Repulse*, till the conclusion of the war. On the 4th of June, 1761, after he had joined Commodore Sir James Douglas with the convoy, he proceeded with that officer to the attack of the island of Dominica; which, after a short resistance, surrendered on the 8th of the month. In 1762, he was with Admiral Rodney at the reduction of Martinique, and other French settlements.\*

In 1763, Captain Allen returned to England; the *Repulse* was dismantled, and laid up; and, in consequence of the peace, her commander was not again employed, till the month of May, 1770. At that time, Captain Allen was appointed to the *Ajax*, of 74 guns; one of four ships, all of the same force, which were soon afterwards ordered to Ireland, and thence to Gibraltar; having taken on board a body of troops, at the former place, for the purpose of relieving such part of the garrison as had been quartered abroad, during the usually allotted period of service. This mode of conveying the soldiers was adopted from economical and prudential motives; to save the expense of hiring transports, and to ensure their safe arrival at Gibraltar; the dispute between Britain and Spain, respecting Falkland's Islands, being then at its height.

In 1771, the above-mentioned service having been executed, and the difference with Spain settled, the *Ajax* was put out of commission; and Captain Allen is not known to have holden any farther command till the year 1777, when he was appointed to the *Albion*, of 74 guns. From that ship he was removed, early in the ensuing year, into the *Egmont*, of the same force. In the latter he served under Admiral Keppel, on the home station; and, in the memorable action with the French fleet, off Ushant, the skill and gallantry which he displayed did him great credit.† On that occasion, the *Egmont* had twelve men killed, and nineteen wounded.

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\* *Vide* biographical memoir of Lord Rodney, NAVAL CHRONICLE, Vol. I. page 363, *et seq.*

† The details of this action, with a portrait and biographical memoir of Admiral Lord Keppel, and the trial of that officer, will be found in the seventh Volume of the NAVAL CHRONICLE, pages 239, 277, and 389.

Soon after the return of the fleet into port, Captain Allen is said to have been removed into his former ship, the *Ajax* ; but of this we are not certain. If so, it was not long before he resumed the command of the *Egmont* ; as, in 1779, he served in the Channel fleet, under Sir Charles Hardy ; and, in the month of August, in that year, when the combined force of France and Spain appeared before Plymouth,\* he was in the rear division, with Admiral Digby.

Towards the close of 1779, or early in 1780, Captain Allen removed into the *Gibraltar*, of 80 guns ; and, in the summer of the latter year he was employed in the Soundings, under the command of Sir Francis Geary.†

About the month of May, 1782, Captain Allen was appointed to the *Royal William*, of 84 guns, one of the ships which were at that time equipping for Channel service.—In September following, he proceeded in that ship to Gibraltar, under the orders of Admiral Lord Howe, for the relief of that fortress.‡ In the partial action which ensued, with the combined fleets, off Cape Spartel, on the 20th of October, he was stationed in the line, as one of the seconds to Vice-admiral Barrington ; § on which occasion, the *Royal William* had two men killed, and thirteen wounded ; amongst the latter of whom, were her second and third lieutenants.

This appears to have been the last command which Captain Allen enjoyed. On the 24th of September, 1787, he was promoted to the rank of rear-admiral of the white squadron ; but, in consequence of the general tranquillity which then, and for some years afterwards prevailed, he was never called upon to hoist his flag.—On the 21st of September, 1790, he was made rear-admiral of the red squadron ; on the 1st of February, 1793, vice-admiral of the white ; on the 12th of April, 1794, vice-admiral of the

\* *Vide* NAVAL CHRONICLE, Vol. XIX. page 104.

† For a portrait and biographical memoir of this officer, the reader is referred to the XVIIth Volume of *The NAVAL CHRONICLE*, page 177.

‡ *Vide* NAVAL CHRONICLE, Vol. I. page 17.

§ *Vide* biographical memoir of Admiral Barrington, NAVAL CHRONICLE, Vol. IV. pages 191 and 196.



red; on the 1st of June, 1795, admiral of the blue; and, on the 14th of February, 1799, admiral of the white.

We are not acquainted with the name or family of the lady to whom Admiral Allen was united in marriage; but we understand that, in the month of September, 1788, he had a daughter married to ——— Robinson, Esq. a banker, of Arundel, in Sussex.

Generally esteemed and regretted, Admiral Allen terminated a long and active life, some time in the year 1800.

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## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

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NANTES IN GURGITE VASTO.

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### CHARACTER OF LORD COCHRANE.

THE following character of the gallant Captain Lord Cochrane (from COBBETT'S *Political Register*) was drawn, in consequence of the Hon. C. Yorke having said in the House of Commons, that he thought it presumptuous in that officer to set up his judgment in opposition to that of others, who were captains before he was born:—

“ Lord Cochrane, if my information be correct, was the *originator* of the enterprise; (in Basque Roads) it was he who first saw the practicability of burning the enemy's fleet; it was he who proposed it; it was he who planned the attack; it was he who indicated the means; and, would not the Admiralty have been guilty of shameful neglect of their duty, if they had not employed him to execute the plan? His *youth*! Well, Mr. Yorke, this is very good, after all that we have heard, and all that we know, about the age of colonels of regiments! But, his youth! Why, my Lord Cochrane, though only thirty, perhaps, and though he has “never commanded a ship of the line,” has, perhaps, had more real experience, and more *active* experience, than almost any man in the navy. And, then, are his signal intrepidity and still more signal skill and resource of mind; are these to pass for nothing; and is such a man to be “presumptuous,” because he sets up his judgment against that of a man “who was a captain before he was born?” Age, in such cases, is not to be reckoned by the number of days that a man has moved upon earth, but by the strength and extent of mind with which nature has blessed him; and, without disparagement to any man, I have no hesitation to say, that my Lord Cochrane possesses these qualities in a degree that falls to the lot of but very few men indeed; and, of this opinion, the

country, judging of him by his deeds, decidedly is, with respect to this distinguished officer. He has, besides, so much enthusiasm in the cause of his country; such an ardent zeal in all he undertakes; he has been so wedded to his noble profession; he is so completely disinterested; he has a soul so devoted to the fame of his country; that though I doubt not there may be others equal to him in these respects, yet I am warranted in believing, that his equals are rarely to be found. His mind is stored with *all* the knowledge, various as it is, that his profession demands, or that can be useful in it; and to this is added an astonishing perseverance, a never ceasing attention, an activity almost beyond belief. Those who have witnessed his conduct in the performance of his duty, speak of him in strains of encomium truly romantic. And, is such a man to be told, that his judgment is not to be set up against those, who have seen more years than himself? How would Mr. Yorke have relished this, if offered against Mr. Pitt, when he became *prime minister* at the age of *twenty-two*!"

#### NEW SIBERIA.

M. HEDENSTROM, the celebrated traveller, has again visited the lands discovered to the north of Siberia; and which are described, in the best maps, as the country of Listickof, or Sannikow. This place is found to be nothing but an island. But more to the north, M. Hedenstrom discovered a country, watered by considerable rivers, and which appeared to form part of a continent. He inspected the coasts for 170 wersts, and found them covered with large petrified trees, heaped over each other in layers. The mountains are composed of slate, petrified wood, and coal. That country has been named New Siberia.

#### ACCOUNT OF LA CANONIERE.

THE Gazette account of the capture of the *Canoniere*, is very brief and unsatisfactory. The following details, transmitted from Portsmouth, respecting this valuable prize, will, we believe, be found perfectly correct:—

"On Thursday (Feb. 8) the famous French frigate *Canoniere*, of 44 guns, arrived here, captured by the *Valiant*, of 74 guns, Captain John Bligh, on the Saturday preceding, within seven or eight leagues of Belleisle. The circumstances attending her capture shew the peculiar good fortune of Captain Bligh. On Thursday se'nnight (Feb. 1.) the *Defiance*, of 74 guns, Captain Hotham, and the *Valiant*, were in company together, when Captain Hotham, as senior officer, made the *Valiant*'s signal to follow him, to join the squadron in Quiberon Bay. The *Valiant* being then astern of the *Defiance*, could not weather the point to get round into the Bay, but the *Defiance* did. It being light winds, the following day the *Valiant* could make no progress; and in the course of the night she fell in with the *Canoniere*, and chased her from day-light on Saturday morning until noon, when the wind took the *Canoniere* by the head, threw her round upon the *Valiant*'s broadside, and she struck, no other ship being in sight. Her

capture is almost entirely attributed to light baffling winds, with which the *Valiant* rather gained upon her, as she was three miles from her at day-light, and when she struck she was about one mile. Under any other circumstances she would have escaped, as she out-sailed, in six hours, every ship that ever chased her before. She had been from the Isle of France ninety-three days, and had been chased fourteen times during the passage. It had been long known that she was to return to Europe, laden with the spoil of the principal captures which the French had made in the East Indies during the last three years. Our squadron off the Isle of France, and our cruisers to the westward, were on the most vigilant look-out for her; and but for the seemingly untoward circumstance of the *Valiant* not being able to fetch Quiberon Bay at that particular time, she would have been safe in Belleisle in a few hours after the time she was fallen in with. On her passage out to the East Indies she ran into the Cape of Good Hope soon after it had been taken by Sir Home Popham; but perceiving the English flag flying, she cut her cable and escaped. Since that time she had been cruising in the Indian Seas, to the terror of all our trade there; but wanting repairs, which could not be done at the Isle of France, the governor of that island, de Caen, lent her for a consideration to the merchants, to bring their goods to France; her cargo cost 800,000 dollars there, and the merchants called her *la Confiance*. She was formerly *la Minerve*, in his Majesty's service, and was taken at Cherbourg, by running aground in a fog. She had seventy-three passengers on board from the Isle of France. About eighteen months since she was chased by Sir Edward Pellew and the *Caroline* frigate, at which time the captain of her says he had four millions of dollars on board, and a box of diamonds, the value of which he does not know. Her present cargo is expected to yield to the captors about 150,000*l*. She had only 18 guns mounted when captured; the others were left at the Isle of France to make room for the cargo. She will be sent round to the River, as East India produce cannot be sold in any other than a London market. G. C. Grout, Esq. (purser of the *Valiant*), and J. Wilkinson, Esq. (Secretary to Lord Gambier), are the agents for her. Her cargo consists of sugar 330,175*lbs*. coffee 281,012*lbs*. Mocha ditto 14,721*lbs*. Bengal cotton 197,384*lbs*. indigo 111,343*lbs*. cloves 774*lbs*. nutmegs 63*lbs*. ebony 19,550*lbs*. tea 30 boxes, pepper 73,684*lbs*. gum arabic 5,142*lbs*. tortoise-shell 1,091*lbs*. cinnamon 500*lbs*. nankeen 760 pieces, galls 4,340*lbs*. bark 1,293*lbs*. raw silk 869*lbs*. elephants' teeth 1,272*lbs*. ginger 10,708*lbs*. India goods 300 pieces."

## AFFECTING INSTANCE OF PRESERVATION AT SEA.

THE following extract of a letter from Mrs. Lewellyn, wife of Captain Lewellyn (of Swansea) of the *Weymouth*, captured on the 4th of November, 1809, by a French privateer, of six guns, and 63 men, will be read with interest:—

"We sailed from Gibraltar last Friday fortnight, with the wind as fair as it could blow, and which continued for eight days. We were within one

day's sail of England, when the wind came contrary, and we had two very stormy nights. On the 4th instant, about twelve o'clock, a French privateer chased, and came up with us about three o'clock, after firing at us twice; but Mr. Llewellyn was determined not to give up the vessel, and was preparing to give them a broadside, and had every thing ready for that purpose, when, shameful to relate, the sailors ran below, leaving only Mr. Llewellyn, one man, and three gentlemen (passengers) on the deck. In this situation, resistance was useless, and he was obliged to strike. Judge of my feelings at this moment, with the horrors of a French prison, probably for life, before my eyes. We were then obliged to send our own new boat to bring the captors on board. When they came they immediately sent ten of our men, with the three passengers, on board the privateer, and insisted on our going also; but I begged and entreated they would permit us to remain with the ship until we arrived in France. One of the officers returned to the privateer, and promised he would endeavour to prevail with the captain to grant my request, and to which he consented. About eight o'clock he came on board, drank a few glasses of wine, and promised on his honour, if he saw a fishing boat, he would put us on board. He then went away, observing we should see him again very early in the morning, but by day-light we could perceive him in chase of two other vessels. All our hopes were now gone, no boat appeared, and even if one had, the lieutenant assured us he could not allow us to go unless the captain were present. We now endeavoured to be reconciled to our fate, never expecting to see our friends or our country more. Mr. L. was distressed beyond every thing on my account, and which determined me to endeavour to appear more cheerful, that he might be comforted. At this time we again solicited the lieutenant to grant us our own old boat that was left in the ship; but he replied, that it was impossible, for that his own life must answer for it if he did. However, we saw that he was a feeling man, and I persevered, and yesterday morning, at breakfast, on witnessing my distress, he shed tears, and at last consented, that when night came on we should have the boat, and a little boy with us. Mr. L. told him, that if he left it until it was dark, we must inevitably be lost; when this generous Frenchman had the humanity to allow us to depart between two and three o'clock, gave us all our clothes, a few bottles of wine, a piece of cheese, and some biscuits, likewise a sail and a small colour. We had not left the ship a quarter of an hour before one of the planks in the boat gave way, when the mast and sail fell over. To save the boat, Mr. L. cut the cords, and let them go, but in the fright one of the oars went also. He then lashed the remaining oar to the cross seat in the boat, tied the colour to it, and stood up all the way, holding his great coat for a sail. The boy steered, and I bailed her, for I had forgot to tell you that the boat was extremely leaky. At this moment we knew not which way to go, there were so many rocks. It was off the Longships: we had twelve miles to go, and night coming on. Mr. L. then saw a vessel about three miles distant, which he endeavoured to make towards; but in this attempt we got among the breakers, when all hopes of being saved forsook us; but



the Lord was all-sufficient, and in a few minutes we got off, but we had lost sight of the vessel. In a little time after, we saw her again, when Mr. L. continued to hail for half an hour, until he was hoarse, and at last they heard us; but when we were expecting they would afford us their assistance, we instantly beheld them crowding all their sail to make from us, taking us for French. Our distress now raised us to the highest pitch of despair—it was our last hope, for the boat was filling with water very fast, and it was past five o'clock. Mr. L. then hailed again, and I screamed as loud as I could, that we were sinking. When they heard a female voice, their apprehensions left them, and they hove-to for us. When we got alongside, a rope was thrown out, which Mr. L. caught, and I was got on board almost fainting. I was directly taken to the cabin; but I had not been two minutes there, when I heard a great noise on the deck, and some one crying out, "for God's sake save the man!" I flew on deck, and found that the boat had sunk with Mr. L. and the boy. I was now almost mad, but by the greatest miracle in the world, they still held by the rope, though under water for a minute, and were drawn up by four men. The name of the vessel that picked us up is the *Kichang*, Captain Stevens, of St. Ives, and we received every kindness our situation required. We arrived here to-day at one o'clock, where we shall remain a few days, as a cutter has sailed in quest of the *Weymouth*, and we are anxious to know the result."

The *Weymouth* was re-captured by the *Plover* sloop, at the moment when she was about to enter St. Maloes. She was carried into Scilly, where the captain and boy again joined, and took her to Plymouth. At Plymouth, the captain remained to settle the recapture, leaving the vessel in charge of the mate to take to London, in his progress to which place the *Weymouth* was lost.

## SHARKS.

THE following relation of a surprising circumstance, is furnished by one of the officers of his Majesty's ship *Dædalus*, on board of which it happened, whilst she was lying at Samana, St. Domingo:—

"Several sharks were seen swimming about the ship early in the forenoon of the 20th of November, 1803, waiting their prey. A hook and bait were put overboard, which one of them immediately seized with voraciousness; its attempts to escape were frustrated by a rope being passed over its fins, with which it was hoisted on board, by no less a number of men than twenty: in its maw was found a calf that had been hove overboard, a few hours previously to its being caught: its length, from the snout to the extremity of the tail, was ten feet, and the circumference of the body proportionate; the jaws, when extended, passed over the body of the stoutest man in the ship. Three others were successively caught, of equal size with the first; in the last of which were found six or two young ones, a turkey, and a live hawk's-bill turtle, measuring two feet six inches in length, and one foot nine inches in breadth; it swam about immediately

after its release, in a tub of water, apparently not the least injured by its singular confinement."

An instance of so extraordinary a nature deserves to be recorded ; and it may be said, without deviating from the truth, that with one hook, sixty-three sharks were caught at one time, and all alive.

#### BREAKING UP OF THE PRINCESSA.

THE *Princessa*, of 74 guns, lately broken up at Plymouth, was taken from the Spaniards by Lord Rodney, in the memorable engagement off Cape St. Vincent, with Don Langara, in January, 1780, when five ships of the line were taken, one more driven on shore, and another blown up. She was fitted up for Admiral Drake's flag-ship, during the remainder of the war, in the West Indies; and in 1784 she was paid off at Plymouth, and fitted for a sheer-hulk: she remained as such till the 27th of November, 1809, when she was brought into dock, to be taken to pieces; on looking at her bottom, which was not coppered, an amazing quantity of oysters was found, the largest ever seen in this country. She was built in 1757, chiefly of cedar and mahogany, most of which, considering her age, is in high preservation.

#### EARLIER PROOFS OF THE EXISTENCE OF MERMAIDS.\*

THE following declaration, on this curious subject, is copied from a recent Scotch newspaper, under the date of Arasag, October 28, 1809:—

"Neil M'Intosh in Sandy Island, Canna, states that he has heard from different individuals in the island of Canna, that they have seen the fish called Mermaids; that these animals had the upper parts resembling the human figure, and the lower extremities resembling a fish. In particular, about six years ago, Niel Stewart and Neil M'Isaac, both alive in Canna, when walking upon the sea beach on the north end of the island, on a Sunday, saw, stretched on a rock at a small distance, an animal of this description, having the appearance of a woman in the upper parts, and of a fish below; that on seeing them it sprung into the water, after which they had a more distinct view of its upper parts, which strongly resembled a female of the human species. That Lachlan M'Arthur, of the same island, informed M'Intosh, that some years ago, sailing from Uist to Skye in a stormy day, he saw rising from the water, near the stern of the boat in which he was, a figure, resembling a woman in its upper parts, which terrified him extremely.

"Neil M'Intosh further states, that he himself, about five years ago, was steering a boat from Canna to Skye in a stormy day; that when about one-fourth of the passage from Canna, he saw something near him of a white colour, and of the human figure, spring almost out of the water, which he took for the animal above described; but as it instantly disappeared again, he had no opportunity of examining it minutely; that he felt considerable alarm at the sight of it, as a general opinion or prejudice

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\* Vide page 276 of the preceding Volume.

exists amongst the inhabitants of the Western Isles, that it is extremely unlucky to meet with or look upon such animals at sea, or to point them out to the rest of the crew, unless they observe it themselves.

“ Signed, NEIL M'INTOSH; ROBERT BROWN, factor for Clanrannald; witness; DONALD M'NEIL, of Cadma, witness; WM. CAMPBELL, W. S. Edinburgh, witness; JAMES GILLESPIE, architect, Edinburgh, witness.

“ *Portree, 2d October, 1809.*”

“ That what is above written is a true copy of the original.

“ Attested, MALCOLM WRIGHT, N.P.”

#### EARTHQUAKE, AND DISAPPEARANCE OF AN ISLAND, AT THE CAPE OF GOOD HOPE.

ONE of the most remarkable facts in the history of geography is communicated by letters conveyed in the last ships from the Cape of Good Hope.

The island of Bosson, or Penguin, sometimes called Seal Island, at the western extremity of Table Bay, has entirely disappeared beneath the water. In December an earthquake was felt at Cape Town, only two leagues distant, by which some damage was occasioned to the houses; but we do not find that any lives were lost at that place; and it is supposed that the convulsion extended to Bosson. The island was about two miles in length, and one in breadth, and was, although flat, somewhat more elevated above the surface of the sea than the contiguous island of Elizabeth. The Dutch, when in possession of the Cape, kept a guard of 24 men on Bosson, and it was employed as a place of banishment for criminals, to the number of from 70 to 100, who dug lime-stone to supply materials for the buildings on the adjacent continent. No women were then permitted to reside there, not even the wife of the port-master. It was not allowed that strangers should visit it, since a Danish ship which had lost great part of her crew, and was refused assistance at the Cape, sent a boat on shore, dispersed the guard, and received on board as many malefactors as were necessary to navigate her to Europe. At the southern extremity of the island, a flag was hoisted on the approach of any vessel. How many lives have been lost by this awful visitation is not ascertained.

#### PRISON-SHIP REGULATIONS.

THE following, we believe, will be found a correct statement of the new arrangements which have been adopted at Portsmouth, respecting the prison-ships, and which are also to be followed at all the other ports:—

“ All the prison-ships here, the Assistance excepted (which remains under the Admiralty, with all her former officers and men, and Captain Downman's pendant), are, as soon as ever they can, to be paid off from the navy, to be put under the Transport Board, to be commanded by a lieutenant of the navy, as agent of transports, with 8s. 6d. per day, subject

to the usual deductions for Property Tax and Widow's Fund; they will be lent men from some ships in commission under the Admiralty; the lieutenants who are in them now may remain if they please. This has been officially communicated to them. By this arrangement they are not subject to martial law; and it is to be hoped it will effectually stop every discontent on the part of the militia, who are embarked in them all but the Admiralty ship, which has marines. This is the exact plan, and will take place at all other ports where there are prison-ships; and in the arrangement it is pleasing to see the same officers allowed to retain their commands."

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## CORRESPONDENCE.

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MR. EDITOR,

February 20, 1810.

IN looking over your XXist Volume the other day, (page 398) I met with a suggestion from your ingenious Correspondent, Captain Ricketts, that the large Congreve Rocket might probably be found a successful substitute for the mortar, as proposed by Captain Manby, for obtaining a communication with shipwrecked vessels, off such parts of the coast as might be inaccessible to horses, or heavily laden men. The point is deserving of consideration; the lightness of the rocket is greatly in its favour; but, as much is understood to depend upon the *barbed* shot, used by Captain Manby, I fear that the proposed substitute might not prove equally efficacious. As many of your Correspondents, however, must be much better judges of the subject than I can pretend to be; and as the preservation of the lives of our fellow creatures is an object of the most serious importance, I shall feel myself obliged if you will have the goodness to insert the following account of Captain Manby's mode of procuring the desired communication:—

"A five and a half inch royal mortar is laid at the object requiring assistance, if the wind blows directly on the shore; but an allowance to be made to windward, in proportion as the wind blows on the side, as the body of rope will fall considerably to leeward in that case. The rope requires the greatest regularity in being laid, as on that depends its preservation; it must be short faked, and care taken that the fakes do not touch each other; the end is passed through a leather case, of three feet in length, which effectually prevents the rope from burning, and bent to a large eye that projects out of the shot. It being fired over the vessel, the rope falls on the rigging. When the persons on board get it, they are to return a rope by the one sent, to which the people on shore will bind a stout rope, and a tailed block rove with the rope that had been fired, to get communication; these they will haul on board. The stout rope must then be made fast to



any part of the rigging they can depend on ; but if the masts are standing, I should recommend that it should be fastened to the mast head, just below the cap, for the convenience of getting from the top into the conveyance sent to them, as the people are most likely to assemble in the tops. The other end of the large rope should be tied to a long gun tackle purchase, secured by three iron-shod stakes, driven triangularly into the ground. The tackle being bowed, keeps the rope sufficiently taut, and persons easing off the fall, as the ship rolls, prevent the rope parting, or what it is lashed to from being carried away. The tailed block is made fast under the large rope, and one end of the small rope that is rove round it, is bent to the fore part of the cot—the other end to the after part of the same conveyance. The cot has large eyelet holes in it, to let out water it might catch in dipping through the top of a surf, and lashings to secure the people from being washed out. It is extended by a stretcher of wood, having gudgeons and forelock pins at each end to receive the great rope, and travel on it to and from the vessel, as long as she holds together, for the purpose of bringing on shore the crew, goods, or stores.”

The subjoined minutes of Captain Manby's experiments, at Lowestoffe, in 1807, will farther tend to illustrate the subject :—

“ A cohorn of four inches and a half bore, weighing three quarters of a hundred weight and one pound, at thirty-five degrees elevation, loaded with four ounces of gunpowder, threw a round shot, weighing eleven pounds and a half, to which was fastened a hided rope and a large deep sea line, to the distance of one hundred and eighty yards ; at an elevation of thirty degrees, to one hundred and eighty-eight yards.

A field piece of five inches and a half bore, threw a round shot, barbed at the top, weighing thirty pounds, fastened to a whale rope of one inch and a half, to the distance of one hundred and ninety yards ; the elevation was twenty degrees and a half, and a charge of eight ounces of powder.

“ The same piece, elevated twenty-five degrees, with a charge of ten ounces of powder, threw a shot, similar to the last, two hundred yards.

“ The grapnel with extended flutes, weiging forty-two pounds, and the same rope as before, the piece at an elevation of twenty-two degrees, and a charge of ten ounces of powder, was thrown one hundred and ninety yards. A boat was hauled over the surf, by pulling at the line fastened to the grapnel, which she went to, took up, and returned again to the shore.”

A correspondent of Captain Manby's makes the following remark, respecting the barbed shot, alluded to in the experiments :—

“ I am persuaded that the round shot with barbed points, having been thrown over the ship, and drawn back by the people on shore, (even if the wretched sufferers were so enfeebled or benumbed as to render no assistance) would lay such hold on the sides or rigging, as would enable the men in the life-boat to keep the boat's head at right angles with the opposing wave ; and that they would, in spite of the most outrageous surf, reach the vessel.”

In addition to what has already been mentioned, Captain Manby has more recently made some experiments, having for their object the means of saving the crews of shipwrecked vessels, on dark nights. Of these experiments, the following account appeared in one of our daily papers:—

“ Three requisites were necessary to effect this important object ; first, to discover precisely where the wrecked vessel was, if it was not in the power of the crew to point out her distressing situation by luminous signals ; 2dly, to lay the piece of artillery with accuracy for the object ; 3dly, to make the flight of a rope perfectly discernible to those on shore, and to those for whose safety it was intended.

“ A small mortar firing a paper ball high into the air, at a certain calculated distance it was exploded, disengaging a shower of large balls of fire that kept a luminous fall nearly to the horizon, where the vessel was supposed to be seen ; and a stand, having two perpendiculars in it, was pointed to the object ; supposing the stand to have ascertained the direct position of the wrecked vessel, the mortar was to be placed behind it, directed to the line of the two perpendiculars, and the rope regularly laid on the ground in its front ; the mortar being loaded with a shell having three large fuzes, or rather rockets in it, which, when fired, carried the rope, surrounded by such an immense blaze of light that could scarcely be conceived. All before whom the experiment was made, congratulated the inventor, and expressed their fullest conviction of its utility.”

I have thus, Sir, endeavoured to throw together a tolerably clear exposition of Captain Manby's plan ; in the hope that Captain Ricketts, or some other of your intelligent correspondents, may be induced to pay the subject a farther attention.

I am, &c.

T. L. D.

MR. EDITOR,

AS you have sometimes given a glance in your CHRONICLE at the concerns of our East India navy, I have sent you the following copy of an official letter from Captain Tremenheere to N. B. Edmonstone, Esq. Chief Secretary to Government, which was published in the Calcutta Gazette.

TIM WEATHERSIDE.

“ To N. B. EDMONSTONE, Esq. Chief Secretary to Government.

“ SIR,

“ It is with the most acute and painful emotions of sorrow and concern, that I acquaint you, for the information of the Right Hon. the Governor-general in Council, of the loss of the Hon. Company's ship Asia, late under my command, on the Gillingham Sand.

“ On Thursday the 1st instant, about half-past nine A.M. when nearly abreast of Mud Point, standing up, under the topsails, with a fine moderate

Breeze from the southward, and the Pilot schooner a-head, waving, (as I was informed) four fathoms, the ship suddenly shoaled her water to a half three, when the helm was immediately put to port, and the yards braced up with the larboard braces, the Pilot (Mr. Nash) conceiving there was deeper water to the eastward; but she immediately shoaled to a small quarter three, and before the head-yards could be backed, took the ground. The starboard bower anchor was instantly let go, and in a short time she swung off, and rode to the tide; and the sails were all clewed up and handed.

“At a quarter past eleven, after waiting till there was four fathoms alongside, we hove short; and while the cable was biting with the intention of kedging in to the eastward, as the pilot informed me, the ship drove, and almost immediately took the ground a second time; the cable was veered away as fast as possible, but to no purpose, as a very strong flood-tide had set the ship directly on the sand before the anchor held. The topsail, courses, jibs, and stay-sails were directly set, for the purpose of shooting her to the eastward, and as soon as they were trimmed, the cable was cut; but she had taken too strong hold of the ground; and the tide, which before was setting strong out from Channel Creek, now began to ebb, without the sails having had any effect in altering her position; they were therefore clewed up and handed, the top-gallant-yards and masts sent down on deck; and the pilot schooner ordered to lay an anchor out a-head. A boat with an officer was despatched to Culpee and Diamond harbour, for the purpose of sending down an anchor boat, and empty sloops and blurs, to receive the guns, and what cargo it should be found necessary to discharge in order to lighten her; and also for what men that could be procured from the ships at those places, by which time it was near four o'clock, and as the ship was lying, apparently very easy, and the water in the well had not increased more than two inches from the time it had been sounded, at in the morning the ship's company were ordered to dinner, as they had not time to breakfast before the ship was got under weigh in the morning, and had not tasted any thing from the day before.

About half past four, while we were all at dinner, three of the beams in the hold, before the main-hatchway, gave way; and the upper deck and gunwale appeared to be rising on the larboard side. The booms and long boat were then ordered to be got out; the water to be started; and a party under the third officer ordered to attend at the pumps. At half-past five, the water in the well, which had been gradually increasing from the time the beams gave way, was now reported to be three feet: a strong party, however, at the pumps, kept it for some time from gaining on us; but the number of men which were necessary for that purpose, and for sending the booms and long boat over the side, fully employed every individual of the ship's company, and the few lascars, which were spared, on my application, from the two pilot schooners, (the Houghly having returned to us immediately that Mr. Humphrys had seen the Walthamstow safe at Diamond Harbour) and it was found impracticable to spare any men to take on board the end of the cable, which was fast to the anchor that the schooner

had laid out to the eastward, before the flood had made too strong to effect it.

"About eight o'clock the booms were all overboard, and it was then found that four of the iron knees in the main hold had broke, and the ship began to fill very fast. The orlop deck hatches were ordered to be caulked down, and well secured, and every one sent to the pumps, where every possible exertion was made, by every individual of the ship's company, and the greatest order and cheerfulness prevailed amongst them to the last. At nine o'clock the water had forced its way through the after hatches, (which had been caulked down) and in less than half an hour afterwards, it appeared on the gun-deck. The people were then ordered up from the pumps; the boats to be lowered, and (the flood having made strong) to prepare to cut away the main-mast, which was carried into execution at ten o'clock, the mizen-top-mast falling with it. The main-top mast sticking in the sand, the heel of the lower mast lay over the lar-board gunwale, and the rigging on the quarter-deck and poop. At 11, the wreck of the mast and the rigging was cleared of the decks; by which time the upper deck was nearly under water; when we assembled, almost every person, on the poop (some few remaining on the fore-castle), with what few articles of clothes that could be secured, and anxiously waited till high water; the sea occasionally breaking over us, and so high, that the star-board boat, although hoisted up, and the only one then remaining of any service to us, (the long boat and large cutter having been stove alongside) was frequently endangered. At half-past two, on the morning of the 2d, as soon as the tide broke, the John Bebb pilot-schooner (attending the ship) sent her boat, in which the sick, the most helpless, and as many others as she could take, were conveyed to that vessel; and, with the assistance of the Houghly's boat, and the ship's, I suppose every person was out of her by half-past three; when, after examining every accessible part of the ship, the officers and myself quitted her; and I had the heartfelt satisfaction to find, when I mustered the ship's company, immediately on my getting on board this schooner, that every one was saved from the ship.

"I trust, when the circumstances attending the unfortunate loss of this valuable and excellent ship are investigated, (which I most respectfully request may be done with as little delay as possible) it will appear, that every exertion to preserve her, and the valuable property on board, which it was possible for men to use, circumstanced as we were, was made, by every officer and individual belonging to and on board her; and, of their uniform steady, sober, and orderly conduct at all times, and on this trying and melancholy occasion in particular, I cannot sufficiently express my approbation and thanks.

"The officers and men are distributed on board this vessel and a sloop, which was proceeding to Hidgellee, on government service, for salt, which I have detained, for the purpose of taking such articles of clothes and stores as can be saved from the gun and upper decks, which we have been hitherto employed about, when the tide would permit boats to lay alongside the wreck; but, I am sorry to add, that one man, yesterday, contrived to



get so intoxicated (the only instance which has occurred of that kind) that neither persuasion nor threats could prevail on him to quit the ship, on the flood making; but he was observed, about half flood, to get on one of the rafts which had been made the night before, and cut it adrift; and I hope he will land in safety.

"The ship was completely covered at high water yesterday, and I much fear there is no possibility of recovering any part of the valuable cargo, stores, and private property, below the gun-deck; which has been half full at low water every tide since we left her. I, however, purpose remaining here till every thing is secured, that can be saved; and I respectfully request, that the Right Hon. the Governor-general in Council will be pleased to order (and also arrange with the captains of his Majesty's navy) that the Asia's crew may be distributed among the Hon. Company's ships now in the river; and that his Lordship in Council will further be pleased to allot a house, or quarters of some kind, for the principal and warrant officers.

"I cannot conclude this letter without mentioning the great assistance which Captain Marshall, Lieutenant Stock, and Ensign Pool, of the Madras Establishment, Cornet Thorne, of his Majesty's 25th regiment of Dragoons, and Mr. William Gordon, of Madras, passengers, have afforded, in working the ship up the river, and in their subsequent endeavours to save every thing from the wreck which they could. I must not fail to acknowledge the ready assistance which Captain Jones, of the Hon. Company's ship Walthamstow, sent to us, immediately his ship was placed in safety at Diamond Harbour: and I also beg leave to express my entire approbation of the conduct and exertions of Mr. Adair, his second officer, commanding the party, and the officers under him. To Mr. Humphrys, of the Hooghly schooner, I am much obliged, for the zeal and inclination he has shewn to render every assistance in his power; and for the attention, kindness, and hospitality, with which myself, officers, passengers, and ship's company, have been received and treated by Mr. Nash, I feel myself very much indebted, and extremely grateful.

"I have the honour to be, &c.

"H. P. TREMENHEERE."

"*The John Bebb, Pilot Schooner, off Channel  
Creek, June 3, 1809.*"

To the preceding document, we are happy to add the substance of the opinion formed by a Court of Inquiry, assembled at the office of the Marine Board, on the 12th instant, for the purpose of investigating the circumstances of the case.

After a full investigation of the case, the Court were of OPINION,

"That Captain Tremenneere, his officers, and ship's company, used every possible exertion to save the ship, both before and after she finally took the ground; and that no blame whatever is imputable to Captain Tremenneere, his officers, or his ship's company. They have been therefore honourably acquitted by the Court."

The Right Hon. the Governor-general in Council having been pleased to appoint Captain Tremenhœere to the frigate lately built at Penang, by order of the Honourable Company; Captain Tremenhœere was yesterday sworn in to the command; and, with his officers and ship's company, will proceed to that island in the *Venus*, expected to sail in a few days.

MR. EDITOR,

YOU have lately favoured your readers with some well-authenticated accounts from the coast of Scotland, of a phenomenon having been seen there of that description called a Mermaid.\* I remember well, although perhaps forty years since, a curiosity of that sort, that was to be seen in the strand, which, the proprietor said, had been brought from the Grecian Archipelago. It had been well preserved, and, to the best of my recollection, was about three feet in length. The face was well formed, and the features handsome; a kind of fin encircled the forehead. The neck and breasts like a young woman, but the body tapered down to a large fin or tail; it had neither hands nor arms, but a strong fleshy fin on each side the breasts. As the price of admission was high, it was not generally seen; but Mr. Edmund Burke, and several of his scientific friends, were there the day I saw it, and had no doubt of its being of a species called a Mermaid. It is probable that there may be persons now living, who can give a better description than I have done of this uncommon work of nature; which will much oblige, your's, &c. K.

MR. EDITOR,

I AM willing to hope, that through the medium of your *CHRONICLE*, you will have the goodness to lay before the public, a proposition which I submitted in June, 1808, to the nobleman at the head of the naval department. As no notice was taken of it by him, I trust that the candour of the English people at large, will be satisfied as to the justness of my statement; the more especially at this moment, when the persecution of the navy seems to be the order of the day, and when many officers, from the abolition of the Sea Fencibles, are subjected to the inconvenience of a reduction of their half pay; having, in consequence, become lower on the list of those who are unemployed. Such a reduction must, at any time, be severely felt; but particularly if not brought on by themselves. Probably my suggestions may attract the notice of some of your numerous Correspondents, and may elicit some remarks on the subject. At all events, your naval friends will acknowledge the correctness of my statement; the great inconvenience which accrues from the reduction of the half pay, to those who have not arrived at that part of the list which entitles them to an increase thereof; and the trouble which it must cause at the Navy Office, to discover who are and who are not entitled to an increase, or reduction.

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\* *Vide* Vol. XXII. page 276.

In the hope that my suggestions may find a place in your *CHRONICLE*, I here subjoin a copy of the letter which I submitted to the Right Hon. Lord Mulgrave, First Lord of the Admiralty, General in the Army, &c.

“ MY LORD,

“ The situation which you hold, as chief of a great naval power, may perhaps induce your Lordship to pay a little attention to any suggestion which may be submitted to your notice, with the view of relieving the necessities of its supporters; I hope, therefore, to draw your consideration to the subject of the half-pay of captains and commanders. At present those officers labour under a great disadvantage, as to not knowing when they are entitled to receive the additional increase of half pay; and having received it, may meet with the inconvenience of its being again reduced; a circumstance which depends on the number of officers employed senior to them, and which in my humble opinion must cause some little confusion at the Navy Office, as to discovering who are, or who are not employed, which may depend on the correctness of a clerk. Permit me to suggest an idea, that it might be attended with great convenience to all parties, if officers were placed in three classes, receiving as at present, post captains, twelve, ten, and eight shillings per day; and commanders, eight, seven, and six shillings and sixpence per day. The first class, including those who had served ten years and upwards (on their respective list) to receive, as captains, twelve shillings per day; and commanders, eight shillings per day; the second class, those who had served from three years to ten, to receive, as captains, ten shillings per day, and commanders, seven shillings; the third class, those who are under three years standing, as captains, or commanders, the former to receive eight shillings, and the latter, six shillings and sixpence per day, as it is at present; and should it so happen, that an officer should be twenty years on the post captains' list, I think it might not be unreasonable that he should be rewarded for his services with fifteen shillings per day. An officer completing his third year, as post captain, takes another rank; consequently he might expect to receive some little addition to his half pay, and not, as is now the case, that an officer of seven years post rank (or if peace, considerably more) should receive no more half pay than a commander.

“ If the above suggestion be thought deserving of your Lordship's notice, I beg leave to refer you to the Navy List, by which you will perceive, that it will not be many officers who are entitled to receive the little increase of half pay; as the junior officer, by the present method, extends nearly to the different periods proposed by the foregoing plan; and according to my calculation, would require not more than four thousand five hundred pounds per annum, addition to the present half-pay of captains and commanders; and rendering, upon an average, one hundred and fifty officers more satisfied with their receipt of half-pay!!”

“ To the Right Hon. Lord Mulgrave,  
Jan., 1808.”

The preceding statement was sent to the First Lord of the Admiralty without a signature, but it rested with his Lordship to call me forward, if he chose it. Trusting that my ideas may coincide with those of your readers, I subscribe myself, a constant reader, and

JOHN SPECTOR.

February 8th, 1810.

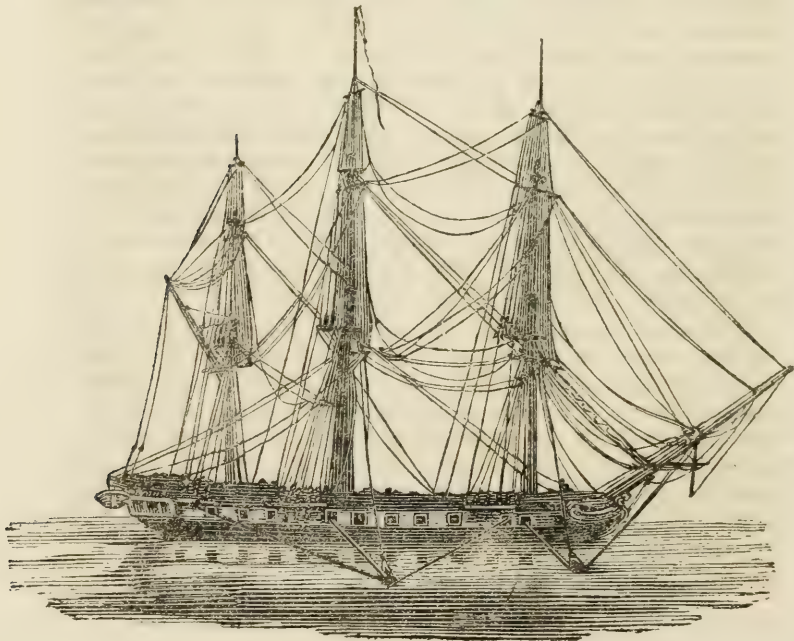


MR. EDITOR,

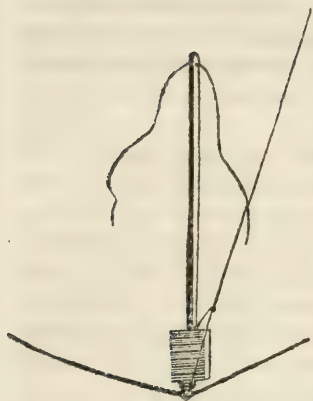
*His Majesty's Sloop Muros, Guernsey,*  
February 20th, 1810.

HAVING tried the enclosed plan with very good effect, and as I think it may prove of material service to vessels in calms, I have thought proper to send it you; requesting that, if you think it worthy of a place in the NAVAL CHRONICLE, you will publish it.

Having been becalmed in his Majesty's ship Sir Francis Drake, in the East Indies, for several days, about three degrees to the southward of the Line, on our return from a cruise, and getting very short of provisions, &c. We found it necessary to try some scheme to give her head-way. Several methods were tried, but all were found to have some objections. At last I suggested the present plan, which, on putting to trial, I was happy to find succeeded beyond my expectations.







We had a quantity of spare wood on board, cut in the Straits of Singapore, which allowed some scope for invention. Two spars, about eight feet longer than top-mast studding-sail booms, and stouter in proportion, were pointed out of the ports, abreast of the main-mast. Holes were cut in the heels, for lashing them in the ports so as to allow them to swivel fore and aft. At the outer end of each was nailed on a wash of two inch plank, three feet wide and six long; without this was rigged on a topping lift that went up to the mainmast head, a small hawser that led forward

to the cat-head, and a stouter hawser that led aft close to the taffrail; so that in working it, the men stationed at the topping lift topped it up a few feet above the water: it was then hauled forward, and when far enough so, the men stationed at the after hawser ran aft as fast as they could. The faster it is worked, the faster the ship must move through the water. Two of these sweeps may be worked abreast of the main-mast, and two at the fore. They are, in my opinion, far superior to any others.

I am, Sir,

Your humble servant,

CLEM. SNEYD.

MR. EDITOR,

**A** GAIN I recur to the pleasing task of exhibiting the courage and success of our ancestors, in combating the enemies of their country.

Your's, &c.

ROBUR.

Captain Jumper commanded the Weymouth in the year 1697, and gave the following account of an action which occurred between him and a French man of war:—

“ I chased by order two vessels, which I took by two o'clock, being French, and sent them to leeward to my companions, and lay for another ship, which bore down to me; I perceived her to be a warlike ship; but when she came near she misliked and run; but I soon came up with her, and fought her for two hours and an half very close, with double-headed shot and bars, which tore her eighteen or twenty feet long, betwixt wind and water, and shattered her much in her rigging and sails, so that he struck his colours and top-sails, and laid the ship's head off shore as I bid him; but in an hour after, the ship sunk. The Dover coming up with me just before, with his boats and mine we saved about 100 men. The first

captain was drowned, as were most of the officers that were not killed before hand. The second captain and many more were killed by my first broadside. She was the French King's ship, of Brest, of 48 guns, and 380 men, 13 ports in each tier, 127 feet by the keel, and sixteen months old. None fired a gun at her but myself.

"*December 22.* This morning I saw a sail to windward, crowding after us, so I shortened sail for her, and about eleven and an half lay by, believing her to be the Dover; about noon she brought-to and viewed us, being very near, and soon after made a French signal, which I could answer no other wise than by shewing French colours, as we did, and made sail to her, who made no great haste from us till within gun-shot and half. Between four and five I came up with her, having just then lost her top-mast, and fired our upper tiers at each other very close, as we could; about three quarters of an hour after we begun, she laid me a-board, but afraid to enter his men, sheered off. By this time the Loo got up with us, and shot a-head of me, and fired his guns, and the Frenchman at him; then I shot up between them, and fired as before, in which time the powder blew up in the round-house, and very much burnt many of my quarter-deck people, the man at the scuttle being blown away; in which smoke the Frenchman got half a mile from us, and we almost a-board the Loo, but got off without touching her, and soon put out the fire, and getting a-head of the Loo, got up with the Frenchman very close, and fired, at which time he putting his helm a-weather, to go out a-head of me, took my bowsprit with his mainmast, and carried the bowsprit by the board, and went clean, which bowsprit in three minutes carried my foremast, mainmast, and mizen-top-mast by the board, which falling most within board, did much damage to the ship, staved the barge, and broke the spare topmast, which accident happening, I was incapable of doing any more than firing three or four guns that were loaded, as she passed me; but the Loo kept her company before the wind, firing at each other as long as I could see them; so we cut away, and threw all overboard to clear our deck and guns, fearing another Frenchman that waited our motion all the afternoon to windward, but I saw him not; neither doth the ship leak, but by noon this day we got up two juremasts. It is observable, that a monkey aboard, about an hour before we began to fire, tore the bowsprit off the picture of the Weymouth."

Subsequent accounts enable us to render the enemies of England of that time justice; the vessel which disabled the Weymouth escaped from the Loo, and in the whole of the contest with the two frigates, the French captain and crew demonstrated great courage and address. The Anglessea man of war captured the Glory privateer, of St. Maloes, mounting 16 guns, and manned with 180 men some time after, when it was discovered that the vessel alluded to lost fifty men killed, and had a considerable number wounded.

I shall conclude my present communication with the line-of-battle formed in January, 1697. "The English to lead with the larboard, and the Dutch with the starboard tacks on board."

<i>Frigates and Fireships.</i>	<i>Ships' Names.</i>	<i>Men.</i>	<i>Guns.</i>	<i>Dimensions and Squadrons.</i>
<b>Schonant</b> ..... 30  <b>Brynois</b> <b>Brandenberg</b>	Hollandia .....	375	72	<b>DUTCH.</b>  Vice-admiral.
	Sneek ....	165	44	
	Houmslaerdyke .....	210	52	
	Aernham .....	325	64	
	Delf .....	210	52	
	Haerlem .....	325	64	
	Zelandia .....	325	64	
	Leiden .....	325	64	
	De Vreeze .....	210	50	
	Nimiguen .....	210	50	
<i>Men. Guns.</i> <b>Danwich</b> 100 10 <b>Strombolo fire-ship</b>	Utrecht .....	325	64	Blue.—Vice-admiral Mitchell.
	Eenhorne .....	210	50	
	Alchimere .....	375	72	
	Medway .....	364	60	
	Guernsey .....	226	50	
<i>Men. Guns.</i> <b>Experiment</b> 132 32  <b>Firebrand</b> } <b>Fortune</b> } <i>Fireships.</i>	Devonshire .....	476	80	Blue.—Admiral Shovell.
	Shrewsbury .....	476	80	
	Cornwall .....	476	80	
	Litchfield .....	226	50	
	Eagle .....	446	70	
	Queen .....	754	100	
	Berwick .....	446	70	
<b>Joseph, fireship.</b>	Portland .....	226	50	Blue.—Rear-admiral Bembow.
	Royal Oak .....	454	74	
	Crown .....	226	50	
	Chichester .....	476	80	
	Bon-adventure .....	226	50	
	Boyne .....	476	80	
	Lancaster .....	476	80	
<i>Men. Guns.</i> <b>Shorcham</b> 135 32	Torbay .....	476	80	Red.—Vice-admiral Aylmer.
	Anglesey .....	226	50	
	York .....	332	64	
	Captain .....	446	70	
	Assistance .....	226	50	
	Stirling Castle .....	446	70	
	Victory .....	754	100	
	Content .....	446	70	
	Severn .....	226	50	
	Plimouth .....	332	60	

Besides these there were with us the *Breda*, *Trident*, a Dutch man of war, besides tenders.

This fleet cruised for some time off Brest, but not meeting with the enemy, returned to Spithead.

## NAVAL STATE PAPERS,

*Relating to the Expedition to the Scheldt, presented by his Majesty's Command to both Houses of Parliament.*

(Continued from page 135.)

THE third head—*Departure of the Armament, and Subsequent Operations*—comprises thirty-two papers.

No. 1, is unimportant.

No. 2, from Sir R. Strachan to Mr. Pole, dated Amethyst, Downs, July 24, contains copies of all the Admiral's instructions to the different flag and divisional officers in the expedition; accompanied by the following remarks:—

“ You will observe, Sir, that the first object is the possession of Cadsand, which service I have confided to Captain Owen, and he is to co-operate with the Marquis of Huntley, whose division is embarked in the ships under his orders.

“ The main object, as their Lordships have been already apprized, is Walcheren, which is to be possessed by the troops embarked in the squadron at Portsmouth, under the direction of Sir Eyre Coote and Rear-admiral Otway.

“ The other object is, to possess the south side of Schowen, for the advantage of commanding the Roompot Channel, with a view of giving every facility and acceleration to the transport of the troops to South Beveland; and this service being confided to Lieutenant-general Sir John Hope, and branching out into more consequence and arrangement than I had at first an idea of, I considered it right to appoint Rear-admiral Sir Richard Keats to take charge of the squadron, and to co-operate with the lieutenant-general accordingly. Captain Plampin will be the next senior officer, and will, I am satisfied, render any information to the rear-admiral that he may be in possession of from his former intercourse with that country.

“ The last division is for the Vere Channel, which I have entrusted to Sir Michael Seymour, and I think, from some arrangements which I have in contemplation, that much benefit will be derived from [to] the general service, from an early possession of this channel, and pushing it forward under prudence to Tergoes, to shorten the route of Sir John Hope.

“ Having now laid before their Lordships my general outline of operations, I have only to assure them that I shall endeavour to give a superintending eye to the whole, and if the event should fortunately be such as to enable us to effect the landing at Domberg, I shall be very well able to do so.

“ After the Earl of Chatham is satisfied that his footing at Walcheren is of so commanding a nature as to preclude the necessity of re-embarking his troops, I shall then order the Portsmouth division of ships to the



Downs, with all others which I can spare, for the double purpose of relieving their Lordships' minds from the anxiety which they have expressed about these particular ships, in the fourth paragraph of their instructions, and to enable them to apply their services in any other way.

"I shall lose no time in pushing up the river according to their Lordships' instructions, taking every possible precaution to avoid the numerous shoals; preliminary steps to which have been taken, and a card of explanation printed for the information of every ship.

"I am very glad to find that their Lordships have so fully estimated the difficulty and intricacy of the navigation of the Scheldt, because they will be less surprised if I should not be able to carry up the line-of-battle ships; but, in such an event, I beg you to assure them, that I shall make every disposition to attack the enemy's fleet with the frigates and flotilla under my command."

Nos. 3 and 4 are of the same date, and from the same to the same. The latter is as follows:—

"I had determined, upon the arrival of Captain Bolton's letter, to proceed instantly off the Scheldt, to join the squadron, and hoist my flag in the *St. Domingo*, conceiving the enemy might put to sea; and having made all my arrangements, left it to Sir Richard Keats and Admiral Otway to follow me to the object of the Expedition. I have for the present been stopped by their Lordships' commanding me by telegraph to send the *York*, *Superb*, and *Venerable*, to sea. The *York* is certainly not fit. The *Superb*, as well as the *York*, has troops in. The sentiments of Lord Chatham will be communicated by Lord Castlereagh. His lordship does not wish to be separated from Sir Home Popham; and Lord Chatham objects to the troops proceeding to sea. I shall obey their lordships' orders respecting the *Superb* and *Venerable*, and have substituted the *Courageux* for the *York*; sending the troops of the *Courageux* on board the few transports we have, and as soon as I can get transports for the troops in the *Superb*, she shall also proceed off the Scheldt; but if the *Valiant* arrives, I shall send that ship."

No. 5, encloses a letter from Captain Bolton, to Sir R. Strachan, dated Figgard, East Capel Roads, July 23; announcing that the enemy's fleet, amounting to eleven sail of the line, had just dropped down the Scheldt, and anchored close off the town of Flushing.

No. 6, dated July 25, announces the sailing of Rear-admiral Otway's division from Spithead.

No. 7, from Sir R. Strachan to Mr. Pole, dated Amethyst, Downs, July 25, contains the following statement:—

"Having received information that the enemy's fleet has moved down the river, and anchored close in to Flushing, I think it right to proceed to sea without a moment's loss of time, and I shall sail immediately.

"All the arrangements have been made some time, and we have waited

only for a fair wind, and the arrival of Admiral Otway, to proceed to sea with the whole armament; but as Admiral Otway may arrive on the first movement of a change, I have, with a view of gaining as much time as possible, made dispositions for his fleet. Boats are to be sent to him the moment he reaches the anchorage; and by way of hastening the arrangements for the rowing gun-boats, I have despatched Captain Janvierin to Dungeness, to wait his being off that place, with a plan for their covering the landing of the troops, even under the strongest opposition, in any place we may be able to land at.

"I have left Rear-admiral Sir R. Keats to attend to the duty in the Downs, and to issue the necessary orders which I have given him for the following order of sailing:—

"Captain Owen, with Lord Huntley's division, to sail first.

"After he is under weigh, Sir R. Keats to sail for Schowen, anchoring in the first instance under the Bangart. Sir John Hope's division of the army is embarked in this squadron.

"After Sir R. Keats has made sail, then Admiral Otway is to sail with the grand division for Walcheren.

"I have also given Captain Sir Home Popham an order to receive the Earl of Chatham on board, to proceed to sea with him whenever his lordship pleases,"

No. 8, from Sir R. Strachan to Mr. Pole, dated Amethyst, Downs, July 26, contains copies of all the orders given by the admiral to the several commanders of the divisions of the squadrons under his command, for the guidance of their conduct, on the arrival of the armament on the enemy's coast.—"In consequence," says Sir R. Strachan, "of Sir Richard Keats being ordered away, and Captain Plampin also, I have given the command of the division under the rear-admiral, for the present, to Captain Bathurst, of the Salsette; and, as the French fleet and flotilla are come down the Scheldt, the Earl of Chatham has abandoned the intention of landing in Zoutland Bay, and intends to land between Domberg and East Capel. I shall not confine myself to any particular point, but if the ships of the enemy are in a situation to be attacked to advantage, I shall take the command of the division intended to perform that service."

The following, marked "*Most Secret*," is the first enclosure in No. 8:—

"SIR,

"London, 16th July, 1809.

"The armament under the Earl of Chatham and myself, yields perhaps to none that ever embarked from this country, either as it respects the interest of the nation, or the credit of those who are selected for its execution; and from its extensive and minute combinations, no enterprise ever afforded a fairer scope for zeal and ability to all the individuals honoured with a share in it.

"I have personally explained to you the general object, and the general outline of operation, and, as far as circumstances will permit, I shall in

course superintend the whole scale; but, from the unavoidable complicated nature of the undertaking, a detailed inspection of any point of the various movements, which must be making at the same time, is absolutely impossible.

“ The proximity to England of the scene of action, renders it necessary that every part of our proceedings should be clearly understood before we sail; and that each officer in his respective sphere should be prepared to execute his assigned portion of the extensive duties which this occasion imposes upon us; specific squadrons of ships, and divisions of the army, will be appropriated to specific branches of the service, with a view to the commanding officers making their minor arrangements without loss of time.

“ The possession of Walcheren is of great national value, and its early reduction of equal importance to the ulterior objects of this expedition; a force of considerable magnitude is dedicated to that purpose, and the direction of the naval part is entrusted to your experienced skill.

“ The ships and vessels named in the margin,\* are appointed for this service; and I hereby authorize you to take them under your command; and their commanders have received my instructions to that effect.

“ The Earl of Chatham has directed the left wing of the army to be embarked in this squadron, to act with you in the reduction of Walcheren; and he has placed it under the orders of Sir Eyre Coote, his second in command, to whom, from his character and talent, you will, I am sure, be induced to give the most intimate co-operation. I enclose you the embarkation return, with a variety of other papers, a schedule of which is hereunto annexed.

“ You will observe among those papers, that there are two modes for attacking the island, Nos. 1. and 2. dependant on the state of the wind and weather. They will give you a general view of the combinations at present determined upon; and the details of service for the army will be made conformable to these naval arrangements.

“ You must be aware that the plans are made from the best information we can obtain, and from the most authorized charts; that one especially which has been furnished by the Admiralty from the survey of Captain Bolton, and upon which my reliance for the anchorage and passage of the Duerloo has been principally founded. Although the Duerloo is the station for the attack, No. 1. yet I cannot help repeating my hope that the beach about Domburgh will be smooth enough for the whole operation to take place there, for the reasons assigned in the memorandum upon this subject. I shall keep a frigate cruising off this spot, to watch the beach, and report by signal its state when in sight.

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\* Monarch, Royal Oak, Impetueux, Gauges, Orion, Belleisle, Caesar, Resolution, Revenge, Bellona, Eagle, Hero, Illustrious, Marlborough, Achille, Alfred, Sceptre, Aboukir, Imperieuse, L'Aigle, Pallar, Rota, Dryad, Perlen, Weymouth, Harpy, Plover, Thais, Fleche, Vulture, Hawke, Swallow, Rose, Cormorant, Greyhound, Industry, Shark.

" I do not mean to confine your execution of this service to the strict letter of these plans, but to their general spirit, leaving to your own judgment and discretion to vary your operations, according to any more recent intelligence which you may receive; to local circumstances with which I am unacquainted, and to unprovided contingencies which may arise on the spot.

" The battering train for Flushing will be directed to join you; and if the operation of landing should take place on the north side of Walcheren, you will naturally order those ships to move up the river, as far as the army obtains possession of the batteries, from West Cape towards Flushing; as horses are not provided for this train, and it must be drawn by seamen, it will be desirable to disembark it as near the scene of action as possible.

" You will see by Captain Owen's orders, that he is to watch your motions, in case you should deem it necessary to appropriate any part of his division to other services, after the object of capturing Cadsand has been accomplished.

" As the landing a great body of men in the first instance must be a prominent feature of success, if the least opposition is presented, I shall be able to attach to you a proportion of the Sea Fencible boats, which I expect will be put under my orders.

" Before I conclude this letter, I beg to assure you of my perfect reliance on your judgment, and that I shall cover any act of sound discretion exercised by you with my sanction and authority.

" You will I am certain, endeavour to cultivate and enforce the most perfect union and cordiality between the army and navy; the success of our common object being so obviously dependant upon a hearty co-operation of both.

I have, &c.

" R. J. STRACHAN."

" W. A. Otway, Esq. Rear-admiral  
of the White."

The second enclosure, in No. 3, directs Rear-admiral Otway, in case Sir Eyre Coote should disembark in Zoutland Bay, to provide for the attack of the batteries of Dykershook and Zoutland.

The third enclosure, dated Amethyst, Downs, July 24, is from Sir R. Strachan to Sir R. Keats, ordering him to take the ships as per note,\* under his direction.—After some information of minor interest, Sir R. Strachan thus proceeds:—

" The brigade of Guards has embarked at Chatham, under the direc-

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\* Superb, Agincourt, Powerful, Monmouth, Courageux, Princess of Orange, Leyden, Isis, Adamant, Ulysses, Statira, San Fiorenzo, Lavinia, Salsette, Euryalus, Bucephalus, Heroine, Pandora, Royalist, Crocus, Sabrina, Peacock, Apelles, Reindeer, Cordelia, Trompeuse, Fly, Raleigh, Bold, Cracker, Furious, Gallant.



tion of Captain Plampin, whose embarkation return is hereunto annexed, and the two last brigades have been embarked in the Downs.

“ You will also receive a return of the number of guns intended for the gun-boats, that were unavoidably embarked in the men of war which have received the brigade of Guards. Some of those guns will be wanted for the main object. I request you will direct the *Leyden* and *Ulysses* to join Rear-admiral Otway's division, as the application of these gun-boats is connected with his first operation of disembarking the troops. Those ships shall rejoin you the moment the guns are taken out.

“ Captain Plampin has put the gun boats in divisions and sub-divisions; therefore, the officers appointed by the Admiralty, and attached to the divisions, must necessarily join Rear-admiral Otway with the guns.

“ As the destruction of the batteries on the south side of the island of Schowen is the first object of this detachment, you will consult with Sir John Hope on the best mode of effecting it; yielding to his wishes as much as you consistently can, unless there are any professional objections against them, which you will naturally represent accordingly.

“ There are two channels, one on each side the island, Roompot and Brewershaven. Should the former be the one fixed on for you to enter, the pilotage card and accompanying chart of the Scheldt will point out that there are vessels lying on the Banjart, under which there is excellent anchorage for large ships, especially when we are in possession of the shore between East Capel and Denhaak. I ground this assertion upon the charts furnished by the Admiralty, which I am bound to consider the best basis for all my operations. If you have occasion to use the Brewershaven Channel, you must place a vessel on the outer edge of the east bank and the Hide Sand, that the vessels under your orders may enter that Channel with more safety.

“ After possession has been obtained of this island, you will, in course, use your utmost endeavours to persuade pilots to take charge of the vessels which it may be necessary to take up the East Scheldt; and you will detain all the small craft you can to give you every facility in this operation.

“ If the Lieutenant-general should be desirous of taking possession of North Beveland and Duyveland, you are to give him every assistance in doing so, and in the transporting his troops to South Beveland or Tholen. South Beveland is, I apprehend, the principal point to which his attention will be called, that he may get possession of the south side of the island, that we may not be interrupted in the navigation of the Scheldt from any batteries that are erected there. You will select the vessels best calculated for this purpose from those which you may detain, many of the ships under your orders not being able to proceed higher than Schowen.

“ You will endeavour, by the most active employment of your flotilla, to cut off all communication with the islands in the possession of the enemy; and if you receive intelligence that any number of boats have been collected at any particular place for the purpose of embarking troops to attack our army, I desire you will take such measures as you shall judge expedient, to burn or destroy them, provided such an enterprise is not

attended with any extraordinary risk. I have great reliance on your judgment, and you may be assured I shall be ever ready to cover any act of sound discretion exercised by yourself, with my sanction and authority.

"It is possible that General Hope may wish to move forward all his division to South Beveland, and at the same time experience some reluctance in evacuating the position he may be in possession of on the island of Schouwen. If such should be the case, and the general and yourself consider that any of the positions are essential, in conjunction with your flotilla, to prevent the enemy throwing reinforcements into South Beveland, and that such positions are maintainable by the marines of the ships under your orders, you have my authority to land them, or any part of the seamen, for that purpose; taking care to provide for their retreat in case of circumstances arising to make such a measure necessary. The free navigation of the lower part of the East Scheldt, and the channel leading to South Beveland, is very important; and as long as it can be commanded by the resources of your squadron, it will be desirable to apply them to that purpose.

"I am perfectly satisfied that, in the event of your landing any seamen or marines to do duty on shore, you will establish such regulations as are best calculated to relieve the inhabitants as much as possible from the hardships and calamities to which they must be liable, by the prompt movements of an invading army. And as I trust the wind will enable us to make our first descent on the north side of Walcheren, I shall then be so contiguous to your station that immediate communication may be had in any case in which you may deem it necessary to consult me. At all events, and under almost any circumstances, there will be very little difficulty in referring to me by vessels or telegraphs, as I shall not be further from you than the Duerloo Channel, until a permanent footing can be obtained in the island of Walcheren."

The fourth enclosure consists of previous, but less important instructions to Sir R. Keats.

The fifth enclosure comprises Sir R. Strachan's instructions to Lord Gardner. "After a landing has been effected," says Sir Richard, "and the batteries in Cadsand are in the possession of our troops, I propose that the squadron under your lordship's command shall run along the coast of that island, and take a position to the south-east of Flushing, but completely without the range of shells."

The sixth enclosure is an order from Sir R. Strachan, to Captain Barton, of the York, respecting the embarkation of troops, &c.

The seventh enclosure, from Sir R. Strachan to Captain Owen, of the Clyde, directs the latter officer to take the ships, as per note,\* under his command.—After some farther preliminary matter, Sir Richard's instructions proceed as follows:—

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\* Hussar, Thalia, Nymphen, Circe, Zenobia, Redpole, Magnet, Thrasher, Indignant, Fancy, Dover, Raven, Cherokee.

" You will see by a copy of the general arrangements enclosed to you with some other papers, that there are two services in view for the forces under the Marquis of Huntley and yourself; the first is, the capture of Cadsand, which I hope will be accomplished without much difficulty, and probably by landing only one brigade, though the other must be held in readiness in case of any unexpected opposition; for many lives are frequently saved by having a commanding force, especially where a first impression is to be made.

" From the latest intelligence I have received, the best place for effecting a landing is near the Wulpen signal station, or rather to the westward, because the shore is steep, and there are only two batteries, one about a mile to the eastward, the other about two miles to the westward of this place. This place has also the appearance of being clear of wood, and it will on that account offer some advantage to our army. I state this observation from the latest intelligence I have received; but as the execution of this service is left to your judgment and discretion, you will in course act as shall seem most advisable to obtain possession of Cadsand as early as possible, that the fleet may have the advantage of a safe anchorage along the coast to Sluys Roads.

" I propose that your division shall precede the fleet by a few hours, that no time may be lost in getting possession of the island, that the bombs may run up to take their stations according to the memorandum enclosed. On this account I wish you to see Lord Huntley as early as possible, to make all the preliminary arrangements with him before you sail from the Downs.

" The second object of your command is, to be prepared to carry into effect the possible service which may be required, of landing a brigade near the Nolle, to cut off the enemy's retreat, if he moves from Flushing to repel our landing at Zoutland.

" This operation will principally depend upon attack No. 1. being carried into execution, and Admiral Otway will make the signal to you with the Nolle rendezvous flag, if Sir Eyre Coote should wish the landing to be made at the Nolle.

" As Rear-admiral Otway is to superintend the service which is carrying on against Walcheren, you will obey any orders he may think proper to give you, after you have executed the duty assigned to you.

" It will be very desirable to prevent the enemy as much as possible from relieving the island of Walcheren by supplies or reinforcements; you will therefore station vessels so as to cut off the communication from Cadsand, and if, by sinking vessels on the Ghent Passage, or other Channels, will raise difficult impediments, I desire you will sink such vessels accordingly."

The eighth enclosure is Sir R. Strachan's instructions to the Hon. Captain Beauclerc, for covering the disembarkation of the army.

The ninth enclosure is Sir Richard Strachan's instructions to Captain Sir M. Seymour, as follow:—

" The Earl of Chatham, who commands the army on the present expedi-

tion, considers it an important object to obtain possession as early as possible of the east coast of the island of Walcheren, from Den Haak to Annesy Den ; but as it may happen that a landing cannot be effected on the beach between Domburgh and East Capel, on account of the surf, I think it right that measures should be taken to force the passage of the Veer Gatt; and from my conviction of your zeal and judgment, I have selected you to conduct this service, in conjunction with the senior officer, who may command the ships on board of which the division of the army under Lieutenant-general Frazer is embarked. This division will be detached by Rear-admiral Otway from the Duerloo Channel, if he is obliged to make the landing in Zoutland Bay ; but if the wind should be southerly, and that the landing is to be attempted at or near Domburgh, then probably there will be no occasion to force the passage of the Veer Gatt ; but as the immediate intercourses between the advancing army and some of his Majesty's ships may be of great advantage to the general cause, I desire you will take the ships named in the margin \* under your directions, and make your arrangements for the two following objects :—

“ First—In case the army cannot land between Domburgh and Capel to force the battery of Den Haak, some troops to be ready to follow in, and to land on the first smooth spot they may reach ; but the general commanding the force for this service will regulate the necessary number of men to be employed, and fix on the places where they can be used with the greatest effect.

“ Secondly—To run in the channel as soon as the troops have taken possession of the fort of Den Haak, or have so commanded its attention, that you may effectually silence it, when you will carry on a communication with General Frazer, and give him every assistance in your power, to accelerate the reduction of the town and fortresses of Ter Veer and Armuyden, and to seize the ferry between the last place and the island of Beveland, continuing to round the island till you can establish a communication through the Scheldt, either by signal or otherwise ; the further services towards the East Scheldt by the Channel, between Woolversdyke and North Beveland, which I wish you to perform, I will hereafter point out to you. I will acquaint you as early as possible with the name of the officer that Admiral Otway has selected to disembark General Frazer's division at Domburgh ; in the mean time you may make your arrangements for the two services pointed out in this letter.

“ It may be very material to the advance of Sir John Hope's detachment, that he should have the earliest intelligence of your movements towards South Beveland, and therefore you will endeavour to communicate by signal or otherwise your progress to Rear-admiral Keats, as the general may like to send some troops by that channel to South Beveland ; I mean the channel between North Beveland and Woolversdyke, in which there is plenty of water for the largest transports ; the distance indeed is so

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\* Rosario, Attack, Protector, Martial.



short between the Veer and Roompot channel, that you may make your communication fuller by boat, especially as it is an object of great importance that Sir John Hope should be acquainted with all the resources which the flotilla may be enabled to afford him in moving his army to South Beveland."

The tenth enclosure is Sir R. Strachan's directions to Captain Parish, of the Onyx, respecting the ordnance transports, and their mode of proceeding with, and aiding, the expedition.

No. 9, dated July 26, directs Sir R. Strachan to detain the Venerable for the reception of Lord Chatham and his suite, and to put to sea, with the whole armament, as soon as all is ready.

No. 10, dated July 27, announces the arrival of Rear-admiral Otway's division in the Downs.

No. 11, from Sir R. Strachan to Mr. Pole, dated Amethyst, Downs, July 27, contains the following enclosure, marked "*Most Secret*:"—

"SIR,

"*Amethyst, in the Downs, July 26th, 1809.*

"As it has been deemed expedient to abandon the idea of landing in Zoutland Bay, or any other place on the south-west side of the island of Walcheren, in consequence of the enemy having moved his fleet to Flushing, and to confine our operations to the north-east side,

"You will, notwithstanding any previous orders which you may have received, proceed to the Stone Grounds, in a station convenient to close towards me under the Banjart, or as near to Domburg as you can, consistent with safety; having a reference to the wind and weather, and my desire to disembark the troops on the north-east side, as already mentioned, that is to the eastward of Domburg, if the beach is smooth, if not, near Denhaak.

"I send you a memorandum\* that was written on the subject, which will give you the best view of it, and upon which, in conjunction with Lord Chatham, I have formed the determination of changing my original plan of disembarking the army.

I am, &c.

"Rear-admiral Otway; &c."

"R. J. STRACHAN."

No. 12, dated Admiralty Office, July 28, is a direction to Sir R. Strachan, not to detach any part of his force, till he shall be perfectly satisfied that it can be safely dispensed with.

No. 13, announces the sailing of Sir R. Strachan's division, from the Downs, on the 26th of July.

No. 14, dated July 29, announces the receipt of intelligence from Admiral Gardner, that the French fleet had gone up the Scheldt.

No. 15, dated July 30, announces the sailing of the last division of the armament.

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\* Not enclosed to the Admiralty.

No. 16, dated August 3, announces the sailing of the horse transports, with the horses, artillery drivers, &c.

No. 17, is Sir R. Strachan's account of the arrival of the Expedition off the Vere Gat. (*Vide NAVAL CHRONICLE*, Vol. XXII. page 140.)

No. 18, is Sir R. Strachan's account of the surrender of Fort Rammekins, as given in the Gazette. (*Vide NAVAL CHRONICLE*, Vol. XXII. page 142.) This number contains the following enclosure, from which only a short extract was given in the Gazette:—

SIR,

*“ Sabrina, off Wemeldinge, 3d August, 1809.*

“ I landed this forenoon under an impression (from a false report) that you were in the West Scheldt, for I considered it might be of some advantage to wait upon you. Soon after I landed, I was informed by letter from Sir John Hope, that, much to his surprise, Bathz had been evacuated in the night; and as he informed me the communication was open between Walcheren and this island, and he had sent to Lord Chatham an account of the evacuation, I concluded you would hear it from thence, and went on to Bathz with a view to make observations, and from which I am this moment returned. It is difficult, considering the strength and compactness of the fortification, to account for an officer having declined to make some stand with six hundred men under his orders; the guns, which are mostly brass, were spiked, and the carriages damaged, but some of the guns are already rendered serviceable. Three or four miles above Bathz I counted twenty-four gun-brigs, and about a dozen luggers and gun-boats. Information procured by Sir John Hope, states they have thirty brigs armed, and fifty gun-boats. At Bergen-op-Zoom we know they have fourteen; above Lillo, and we think abreast of Phillipe, are four ships of the line; a little above them is a fifth; and considerably higher up, as high as Antwerp, the general thought above it rather, are five more ships of the line, or that appear so from their size. Neither the flotilla nor ships have in my opinion the appearance of being moored for defence; I conclude they are in readiness to move as circumstances may determine them. I did not discover more than ten ships that I considered of the line, two others might have been frigates; and by a mass of masts, which I took for the arsenal, I thought there were some which had an appearance of fitting out.

“ The flotilla have menaced to bombard Bathz, and have been once under sail for that purpose, but probably it may be only a threat.

“ The channel between South Beveland and Bergen-op-Zoom will not admit of our smallest brigs going that way; it is a gully difficult by all accounts, as the enemy has removed the marks for even pilots to keep in it; but I shall keep what gun-boats may arrive, (I have only two at present) ready to act, and I have ordered each ship with me to prepare such flat boats as they have the means, with carronades, and I count upon twenty at least, and hope a greater number.

“ I was informed by Sir John Hope, that at a small distance to the eastward of Bathz, is a causeway or bank, somewhat muddy, which at one-third ebb begins to dry; he has had an opportunity of examining it parti-

cularly, but if his information is correct, it connects with the main, and would admit of a few men abreast.

"I am taking measures to procure pilots for the West Scheldt, and purpose sending across one of our most able masters, to inform himself what he can of that navigation.

"In reply to your first question of yesterday, respecting a place of re-embarkation, Sir John Hope informs me he has thought of North Beveland. There is a dyke which connects Wolversdyke and South Beveland, by which at half ebb persons pass, but I believe it will not do for cannon.

"In answer to the second, I reply, that I have sufficient force at present to prevent the communication of North Holland with these islands, though the enemy should make use of all the gun-boats I have hitherto seen in the East Scheldt; but if he can find a channel to bring his West Scheldt flotilla down, and especially his brigs, which, from their appearance, I take to be praams, and if so, a very light draught of water, we shall require a far more numerous flotilla than I have at present. But as long as our operations continue in the West Scheldt, I suppose they will not disturb us; when they cease, I think it most probable the enemy will turn his attention particularly this way, and on this consideration it is my wish to send all the transports below Zierick Zee, keeping all the sloops and gun-boats attached to me, with a couple of frigates when they can be spared, in the bay formed by Schowen, the Bevelands, and Tholen.

"It is not in my power to command the navigation between Bergen-op-Zoom and South Beveland, on account of the shallowness of the water, and the intricacy of the narrow channel.

"I have the honour to be, &c.

"R. G. KEATS."

"Rear-admiral Sir R. J. Strachan, Bart. K.B."

The second and third enclosures, relating to the landing of Sir John Hope's division on South Beveland, and the terms on which Rammekins surrendered, were given in the Gazette. (*Vide* NAVAL CHRONICLE, Vol. XXII. pages 142 and 143.) The fourth enclosure is as follows:—

"SIR,

"*Salsette, 24th July, 1809.*

"I have the honour to inform you I am anchored, with the part of the division which followed me, on the bearings herewith enclosed. The channel appeared narrow at the first spot of the Banjart, but no difficulty occurred. Half six was the least water the *Salsette* had, and she is now anchored in nine fathoms, and though the anchorage has not been yet thoroughly examined, it will hold a more considerable number of ships, and by extending it upwards, between North Beveland and Schowen, I should suppose would be sufficiently spacious for the whole fleet, out of shot from Schowen, and long gun-shot from North Beveland.

"As the principle on which a landing on Schowen appeared to be deemed necessary, was merely to secure an anchorage for the squadron, and we seem to possess a secure one, in which with any summer weather I am

inclined to believe the gun-boats will ride, I coincided in opinion with the general, that as it forms no part of the plan of operations intended to be adopted in his original instructions, that it may be thought altogether unnecessary. At all events, I shall use every exertion to get the gun-boats ready, and otherwise accelerate preparations for disembarking; but as it could not be effected with any system before the morning, I am in hopes to receive your further instructions before that time.

" I preferred anchoring in my present situation to running higher up, as the division is better situated for carrying into effect the original plan of operations.

" We observed 20 or 22 vessels near Campvere, which had the appearance of gun-boats; but no troops or preparations have been observed on Schowen or North Beveland.

" I have the honour to be, Sir,

" Your most obedient humble servant,

" R. G. KEATS."

" P.S. Captain Sir Home Popham, who with great judgment led the division up, has given it as his opinion, that there is a safe passage through the Keeter, and has offered his service to examine it this afternoon, and is now departing for that purpose. If it should turn out that the passage is clear and unobjectionable, I propose, in concurrence with the general's opinion, moving the whole up in the morning, with a view to make a landing on South Beveland at once.

R. G. K."

" *Rear-admiral Sir Richard J. Strachan.*"

No. 19, announces Sir R. Strachan's having sent the *Idas* cutter to England, with his and Lord Chatham's despatches, relating to the capture of Walcheren.

No. 20, contains two enclosures, the first of which is as follows:—

" *Clyde, on the Edge of the Ellboog,*  
4th August, 1809.

" SIR,

" In my letter of yesterday I acquainted you that I had sent the boats of the squadron in chase of some vessels coming out of Flushing, the wind was then S.S.W. the weather fine, and the flood tide nearly down, which gave every advantage for returning; I therefore ordered the *Raven* to chase for their protection; she passed the heavy fire of Cadsand in the most handsome manner, and I had great hopes that the boats so supported would have been successful, when the wind suddenly flew to west in a squall, first blowing hard, and then baffling.

" It appeared by Captain Hanchett's report, which I have the honour to enclose, that he was drawn towards Flushing with a view of protecting some of the boats which had kept too far over, and in this succeeded; but the extent of the whole sea front of Flushing was too much for her; she was crippled, and with the wind so scant, she found a difficulty in getting off



the shore, even with the assistance of the boats, and at length, being dark, she grounded on the Elleboog.

"It was about eleven o'clock when Lieutenant Strong returned, and gave me notice of her situation. He had left eight boats under the orders of Lieutenant Clarke, of the Clyde, to attend her. At day-light I sent two gun-brigs to her; at seven she floated; and the Indignant, having anchored well for the purpose, hove her into deep water.

"Captain Hanchett was himself bruized by part of the main boom, and I lose the assistance in him of a very zealous officer, it being necessary to send her to the Roompot to refit.

"I have remaining with me the Nymphen, Vesuvius, Zenobia, indignant, Thrasher, Martial, and Protector, with which I have taken the nearest position to Flushing that circumstances will allow. I have, &c.

"E. W. C. R. OWEN."

"The other vessels with the transports are on their way to the Roompot, according to the directions you sent me through Lord Gardner.

"Rear-admiral Sir R. J. Strachan, Bart. K.B."

The second enclosure, referred to above, never appeared in the Gazette; but it will be found at page 133 of our preceding Volume.

Nos. 21 and 22, are despatches from Sir R. Strachan, given at pages 154 and 156, of our XXIIId. Volume.

No. 23, is a letter from Sir R. Strachan to Mr. Pole, dated Kangaroo, West Scheldt, August 12; announcing, that Lord Gardner had anchored off Dykeshook; that two other line-of-battle ships had also anchored in the Weiling; that the Centaur and Theseus had been despatched off the Texel; and that the Amethyst, after passing Flushing, had got aground.

No. 24, is another despatch from Sir R. Strachan, with an enclosure from Sir R. Keats; both given at page 157 of our XXIIId. Volume.

No. 25, is composed of Sir R. Strachan's despatches, with their enclosures, relating to the surrender of Flushing; given at page 158 of our preceding Volume.

No. 26, contains the following enclosure, alluded to in the *Gazette Extraordinary* of August 20. (*Vide NAVAL CHRONICLE*, Vol. XXII. page 163.)

"SIR,                      "*Camilla, in the West Scheldt, August 15th, 1809.*

"I have the honour to inform you, that, in pursuance of your instructions, I yesterday hoisted my flag in the *Camilla*, and am at present with eighteen sloops and gun-brigs, and four divisions of gun-boats, lying between the Saefingen shoals, a position judiciously chosen by Captain Sir Home Popham, as it effectually cuts off the communication between the East and West Scheldts.

"The enemy's flotilla, considerably increased in number, has retired above or under the protection of Lillo; and thirteen men of war with top-gallant-yards crossed, (but we differ as to the exact number of the line) are anchored off and below Antwerp, as far down as Phillippe.—Six

of our frigates are anchored off Waerden, waiting an opportunity to come up.

"From the representation it will be evident, that, although it may not be probable the enemy will advance and attack our present situation, still that he has abundantly the means so to do, until a stronger force arrives. In the passage of the East Scheldt, between Bergen-op-Zoom and Tholen, the enemy (as I have before observed) has collected 44 gun-vessels, which I am doubtful if we can with propriety attack; but the situation is reconnoitring, and if it should appear they are not too strongly protected, it shall be done as soon as the frigates arrive, provided the services of our gun boats are not required for greater objects. As the navigation of this river is now opened sufficiently high to admit of the co-operation of the army, and it does not appear to me that any thing material can be effected by the navy, with a view to the accomplishment of the ulterior object, without such co-operation, I have ordered most of the flat boats from the East Scheldt to Batiz, and presume those also at Campvere will be required, if it be determined to remove the troops from South Beveland. The sloops and gun-boats are mostly short of provisions and water. Farther supplies are much wanted.

"The channel is sounding, and from its width and depth seems in our present situation capable of being interrupted by sinking of vessels (perhaps channels might break out elsewhere); but should such a measure be determined upon, we have none here proper for the purpose, nor can stones be found to fill them with.

I am, &c.

"R. G. KEATS."

"Rear-admiral Sir R. J. Strachan, Bart. and K.B."

No. 27, with its enclosures, and sub-enclosures, as follow, is very important:—

"Letter from Sir Richard Strachan to Mr. Pole, dated Camilla, off Saeflinger, 22d August, 1809.

"SIR,

"As the enemy has moored most of his ships rather above Antwerp, except three sail of the line and three frigates, I have stopped the division of Lord Gardner's at Waerden, and intend only to have the St. Domingo, Venerable, and Courageux at this anchorage. The enemy are constructing a battery between Lillo and Fort Frederick Hendrick. We had some firing yesterday to prevent their mounting their guns, but they work in the night, and will effect their purpose. A strong boom extends from Lillo to Liftkenshocck. The enemy appear in considerable force on both sides of the river; it is said, fifteen thousand men are collected in the neighbourhood of Santoliet: the beach near that place appears favourable for landing the troops. I have directed Sir R. Keats to undertake this arrangement; to Captain Cochrane I have given the command of the flotilla, and to Sir Home Popham, that of the fire vessels department. It is the opinion of Sir R. Keats and myself, and I believe every sea officer, that

without the co-operation of the army, we cannot effect the ultimate object of this expedition.

"I received a letter last night from Rear-admiral Otway, stating, that the army had yesterday embarked at Rammakens; but the wind, which blew strong into the Slough, prevented the transports getting to the West Scheldt, the navigation being narrow and very difficult. The transports with the cavalry arrived here yesterday.

"I deem it my duty to acquaint you, for their lordship's information, that upon my arrival off Waerden, I received a letter from Sir Richard Keats, brought by Sir Home Popham, containing his correspondence with the Earl of Rosslyn, copies of which accompany this; in consequence thereof, I sent Sir Home Popham, with the letter marked A. to Lord Chatham: Sir Home returned in the evening of the 20th, but I have received no reply.

"I also beg you will please to lay the accompanying letters before their lordships. The conduct of Captain Bathurst, during the time he has been employed under Sir R. Keats, is highly meritorious, and I am much pleased with the activity of Captain Sayer, in the Raleigh, and the gallantry of Lieutenant Mitchell, of the Salsette, and the officers and crews of the boats under his orders.

"It is reported Lord Chatham will be at Bathz this afternoon. I shall have occasion again to write; in the mean time I think it but right to forward this despatch, that I may receive their lordships' instructions respecting the applications to trade.

I have, &c.

"Hon. W. W. Pole."

"R. J. STRACHAN."

(First enclosure referred to in No. 27.)

"SIR,

"*Camilla, off Saeflengen, 18th August, 1809.*

"Your letters of the 12th and 16th instant (are the latest I have received from you) having impressed me with the possibility of the general commanding the forces in South Beveland having received instructions similar to those you have honoured me with: I lost no time after the receipt of the letters, to address a letter, No. 1. to the Earl of Rosslyn. No. 2. contains his lordship's reply, which I wait the turn of tide to forward to you. Though I now feel myself thoroughly authorized to form and act upon any plan separately or conjointly with the army, it is my duty distinctly to state, (as I have before done) that it does not in my opinion, nor in that of any officer, naval or military, that I have conversed with, appear practicable to undertake, with any prospect of success, any measure, except in co-operation of the army, with a view to the destruction of the enemy's men of war near Antwerp. Since the arrival of our flotilla, when the enemy retired above Lillo, my letters have professed the same opinion; our measures are, and in my judgment must necessarily be confined to preparation, until it shall be determined that the army shall go forward, as it would be attended with extreme convenience and advantage to ascertain as early as possible the plans of the commander-in-chief of

the forces, that our preparatory measures may be directed accordingly. I hope I have not been misunderstood. Left to my judgment I see nothing I can attempt but in conjunction with the army; but I am ready, and shall cheerfully undertake any enterprise you may please to recommend or command.

I have, &c.

" R. G. KEATS."

" *Rear-admiral Sir R. J. Strachan,  
Bart and K.B. &c.*"

(Sub-enclosure, No. 1. referred to in first enclosure to No. 27.)

" MY LORD,

" *Camilla, off Saeflingen, August 17th, 1809.*

" By a letter which I received yesterday from Sir Richard Strachan, and by a second I have just received, I find myself vested with full authority; and it should seem Sir Richard Strachan considers your lordship, who commands the troops on South Beveland, has similar authority to concert and act without delay on any plan that may appear to us best calculated to promote the ultimate objects of the expedition; namely, "the destruction of the enemy's ships of war near Antwerp." If your lordship's instructions are of a corresponding nature, I shall have the honour of waiting upon you immediately, and am ready to apply the naval means under my orders in co-operation with the troops under your lordship's command, in prosecution of any plan we may approve.

" I have the honour to be, &c.

" R. G. KEATS."

" *To Lieutenant-general the Earl of Rosslyn.*"

(Sub-enclosure, No. 2. referred to in first enclosure No. 27.)

" SIR,

" *Ter Goes, August 17th, 1809,  $\frac{1}{4}$  before Twelve.*

" I have this instant had the honour to receive your letter, and in answer to it I can only say that I have received no instructions whatever on the subject of any ulterior operations.

" I have some reason to expect the commander of the forces to remove his head-quarters to this place in the course of to-morrow or next day, and I will not fail to give you the earliest notice of his lordship's arrival, or of any information that may arrive upon that subject.

" I have the honour to be, &c.

" *To Sir R. G. Keats.*"

" ROSSLYN."

A.

(Second enclosure referred to in No. 27.)

" *St. Domingo, West Scheldt, off Waerden;*

" MY LORD,

*18th August, 1809.*

" From the many communications which I have received from Sir R. Keats and Sir Home Popham, I thought it right to send for Sir Home; the necessity of my seeing him was also anticipated by Sir Richard, who



ordered him down the river to meet me, and he this morning came on board the *St. Domingo*, when he gave me every local information that could possibly be required, and the result of all the intelligence which he obtained from deserters. The whole appeared so important, that I have desired Sir Home to wait on your lordship without loss of time, and I have desired him to take such measures as may be necessary to forward the plans which you may think most proper to adopt; and as he has my entire confidence, he will, I am certain, after explaining himself, do whatever you may judge best to accelerate the different objects of the public service.

“ I have, &c.

“ *The Earl of Chatham.*”

“ R. J. STRACHAN.”

(Third enclosure referred to in No. 27.)

“ SIR,

“ *Salsette, off Duiveland, 17th August, 1809.*

“ I enclose herewith a letter from Captain Sayer, of his Majesty's sloop *Raleigh*, giving an account of his driving the enemy's flotilla of gun-vessels (with the capture of one of them) from their situation off Phillips Land, and of the enemy's being pursued by the flat boats, eleven in number, under Lieutenant Mitchell, of the *Salsette*, close up to Williamstadt, where they took shelter, supported by several other vessels, and beg leave to add, that the brigs were prevented joining in the pursuit, from not being able to find a channel, even for the *Betsey* cutter. The *Gallant* got on shore, and was nearly dry, but I am happy to learn she has got off again without damage. I have learnt from the prisoners, that the ship lying on the north side of Overflackee, is the *Royal Holland*, a first rate, bearing a rear-admiral's flag, said to be badly manned, as every description of persons are now impressed in Holland, and put on board their fleet. The ship moved yesterday nearer to Williamstadt, where two more ships are lying, said to be the small frigates, manned and ready for service. I am likewise informed, that the garrison of Williamstadt is at present very weak, but that they are sending troops from all adjacent places to reinforce it. May I hope you will pardon my requesting, if it can be spared, the further assistance of a sloop of war and gun-brig, for the purpose of occupying a situation off the north end of Schowen, near to Browerhaven, for the protection of that part from any small vessels that might come round the east end of Overflackee, and to survey that channel, and ascertain if there is any outlet for ships that way.

“ I purpose taking a situation in the Kectan with the frigates, and with the *Raleigh*, &c. &c. off East Duiveland, and trust to be able to keep the enemy completely in check from those islands, and also, with the assistance of boats occasionally, greatly to impede the passage of their vessels to and from Bergen-op-Zoom.

I am, &c.

“ *Rear-admiral Sir R. Keats, K.B.*”

“ W. BATHURST.”

(Sub-enclosure in third enclosure to No. 27.)

*"His Majesty's Sloop Raleigh, off East Duiveland,*

"SIR,

*16th August, 1809.*

"I have the honour to acquaint you that, agreeable to your directions, I proceeded this morning at day-light up the Keetan and Zieppe passages, in his Majesty's sloop under my command, with his Majesty's gun-brig Gallant, Betsey hired cutter, and a division of armed flat boats, for the purpose of driving a flotilla of thirteen gun-vessels of the enemy from their anchorage between Phillips-land and Overflacke, where they had long kept the inhabitants of East Duiveland and Schowen in great terror. On our approach the enemy weighed and made off to Williamstadt, towards which they were pursued, and engaged in handsome style by the flat-boats, under the directions of Lieutenant Mitchell, of his Majesty's ship Salsette, whose exertions were great on the occasion. He succeeded in cutting off the Stormont, being numbered 180, armed with one brass 18-pounder, two 9-pounders, and two swivels, having on board one officer and twenty-three men. Our loss upon this occasion was not a single man killed, and but five wounded.

"I feel great satisfaction in having observed (had an opportunity offered for completing their destruction) that nothing would have been wanted in the great zeal shewn and so handsomely conducted as it was by Lieutenant Mitchell, and so well supported by every officer, seaman, and marine, employed in this service.

"Enclosed I send you a list of the five seamen wounded, and have the honour to be, &c.

*"Walter Bathurst, Esq.*

*"GEO. SAYER."*

*Captain of his Majesty's Ship Salsette."*

No. 28, from Sir R. Keats to Sir R. Strachan, dated Camilla, off Saeflenger, August 27, states, that, pursuant to the orders of the latter, one of the bombs, and 6 gun-boats, should be immediately ordered off Waerden, to annoy and obstruct the enemy's works.

No. 29, dated St. Domingo, off Bathz, August 27, is the much-talked-of letter of Sir Richard Strachan, of which only a wretchedly-mutilated extract was given in the *Gazette* of September 2. (*Vide NAVAL CHRONICLE*, Vol. XXII. page 342.) We here insert it, with its enclosures, all of which are very important documents.

"SIR.

"I conclude you have received my letters of the 22d instant. I have now to acquaint you, for their Lordships' information, that the flat-boats and every description of vessels being assembled, and every necessary arrangement made on the part of the navy for landing the army near Santoliet on the beach, which had been previously reconnoitred, and not hearing from the Earl of Chatham respecting his intentions, I communicated with his lordship on the 24th instant, and on the following day I found his lordship had not come to a determination, on account of the increased

force of the enemy, and the army getting sickly; and that he had sent for the generals to consult. I therefore, on the morning of the 26th (to bring matters to a conclusion) wrote to his lordship, a copy of my letter accompanying this.

“ I soon after went on shore to the meeting of the lieutenant-generals of the army, taking with me Rear-admiral Sir Richard Keats; I found them decidedly of opinion, that no operations could be undertaken against Antwerp with any prospect of success at this advanced season of the year, and the enemy increasing in strength, and our own forces diminished by sickness; and that, as the taking of Lillo and Liefkenshoek, would not ensure our obtaining the ultimate object of the expedition, without Antwerp being reduced, and the country near these fortresses being inundated, it was also their decided opinion, that the army ought not to make any attempt on them. I had already in the most unqualified manner offered every naval assistance to reduce these fortresses, and also in aid of every other operation of the army; conceiving the subject of the deliberation of the generals perfectly military, I withdrew with Sir Richard Keats.

“ The ships of the enemy which were above the town of Antwerp about five miles, have come down, and are now extended along the river face of it, except two of the line lower down in the reach above Liefkenshoek, and four frigates next to Lillo; an immense number of small gun-boats are on the boom; behind them a crescent of sixty gun and mortar brigs. The battery between Lillo and Frederic Hendric is finished; it has ten guns. The enemy has been driven from that which he was constructing on the Doel side with loss, by the fire of our bombs and gun vessels. Our stock of water is reducing fast, the wells on the island are nearly exhausted by the army on shore, the people in our boats begin to get sickly, and the army on South Beveland exceedingly so. We are dropping the transports down towards Waerden, by way of clearing this place, where we lay so thick, that we are exposed to fire-vessels; if the enemy had any enterprise he is secure behind the boom, which is seen just at the water's edge, from any such attempt on our part. I think no time should be lost in communicating the foregoing circumstances.

“ I have waited till this evening's tide to know if Lord Chatham means to write home on this occasion, as I have not heard from his lordship. I shall despatch the *Idas*, and keep another cutter ready to receive his despatches and convey them to England. I have to observe, that I have not heard from you since the 12th of this month, but Lord Chatham has received answers to his official letters relative to the fall of Flushing.

“ I have the honour to be, &c.

“ R. J. STRACHAN.”

“ P. S. As I was making up this despatch, I received Lord Chatham's answer to my letter of yesterday, a copy accompanies this.

“ *Honourable W. W. Pole.*”

(First enclosure referred to in No. 29.)

" MY LORD,

*" St. Domingo, in the West Scheldt,  
16th August, 1809.*

" I consider it impossible for the navy to move higher up the Scheldt than its present situation, while the enemy is in possession of Lillo and Liefkenshoek. An attack upon these fortresses is, I think, more a military than a naval question : though in consideration of the means for such a measure, I beg of you to be assured, that every co-operation which can be devised shall be most cheerfully given on the part of the navy. The command of these fortresses may open some field of enterprise to us, and present an opportunity of obtaining more local information than we have at present; but I do not imagine that all the objects of the expedition can be fully accomplished without possession of Antwerp.

" Your lordship is, no doubt, aware of the propriety of coming to an immediate decision as to the line of our future operations, in consequence of the advanced state of the season, and the shortness of our provisions and water.

I have, &amp;c.

" R. J. STRACHAN."

*" His Excellency the Right Hon. Earl  
of Chatham, &c."*

(Second enclosure referred to in No. 29.)

" SIR,

*" Bath, August 27th, 1809.*

" I received the honour of your letter of yesterday's date, and agree entirely with you, that unless the fortresses of Lillo and Liefkenshoek are in our possession, it could not possibly be expected that any naval force could be carried higher up the Scheldt; and I equally concur in opinion with you, that the making an attack on either or both of these places is much more of a military than a naval question; at the same time that I am sensible of the full extent of the co-operation you have offered towards the attainment of this object, should it be deemed advisable.

" Upon the subject of the expediency of landing the army for the purpose of making an attempt upon these two places, I am first to observe, that the attack, particularly on Liefkenshoek, will be extremely difficult in consequence of the inundation, and that the measure of the dividing the army, which such an operation would require, would be attended with considerable hazard. I am further to remark, that I do not conceive that the reduction of the forts in question would in any respect advance the ulterior objects of the expedition, except in as much as it might give facility to the transports of the means of siege; but as, under all circumstances, and the relative force of the enemy considered, the undertaking the siege of Antwerp must be looked upon as utterly impracticable, I apprehend it would be unadvisable to commit the safety of the army in an enterprise, the success of which would not in the smallest degree secure to us the accomplishment of the ultimate object in view, which could alone be effected by the capture of the citadel and town of Antwerp. I am equally aware



with you of the urgent necessity of coming to a speedy determination as to our future plans, not only on account of the important consideration you represent of the advanced season of the year, and the shortness of provisions and water; but I am sorry to add, on account of the alarming progress of sickness of this army.

I have, &c.

“ CHATHAM.”

“ *Rear-admiral Sir R. Strachan, K.B. &c.*”

No. 30, dated St. Domingo, off Bathz, August 31, is as follows:—

“ SIR,

“ In addition to my letter of yesterday, herewith sent, I have to inform you I have not yet heard from Lord Chatham; our arrangements are made for embarking the army, and retreating from South Beveland; but the ships which I propose to sink\* have not yet come round from the East Scheldt, and we are at a stand on that account. Our advanced flotilla and bombs, under the command of Captain Cockburne, have been annoyed this morning from the enemy's work near Doel, which is at last silenced. To save ammunition, I have ordered the frigates and bombs, and the flotilla, to drop out of shell range.

“ I beg to correct my statement of the provisions of the army, which was made from Captain Woodriffe, the agent's representation. I find upon seeing the commissary's report, that there was on the 23th about ten days for the whole army.

I have, &c.

“ *Hon. W. W. Pole.*”

“ R. J. STRACHAN.”

No. 31, is a letter from Admiral Otway to Mr. Pole, dated Dannemark, off Flushing, September 1; announcing that the Belleisle, Leyden, Adamant, and Princess of Orange, had proceeded up the Scheldt, to join Sir R. Strachan.

No. 32, the last of this series, is a letter from Sir R. Strachan to J. W. Croker, Esq. dated London, January 20, 1810; enclosing a letter from Sir Home Popham, detailing that officer's proceedings in the upper part of the Scheldt, which Sir Richard omitted to enclose in his letter of August 13:—

“ *Skylark, with the Flotilla, three miles below Lillo,*

“ SIR,

13th August, 1809.

“ I have the honour to inform you, that I reached Bathz the day before yesterday in the afternoon, just as the fort had forced six of the enemy's gun-boats on shore, five of which were burnt, and a sixth captured by the garrison.

“ In the evening, one of their advanced vessels, mounting six guns, with sixty men, was cut off by the flotilla under my orders, and handsomely burnt by Captain Ryder.

“ I followed the enemy as fast as the wind and tide would allow me, and I have now the pleasure of stating, that, after a feeble attempt, which he

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\* Princess of Orange, Agincourt, Leyden, Monmouth.

made yesterday and to day, by a distant cannonade, to prevent our forcing him from this anchorage, about two miles below Lillo, that the whole of his fleet and flotilla is now above the chain which extends across the river to the fort of Liefkenshoek.

“ Were it not for the many witnesses to the fact, I should scarcely have a sufficient confidence in the result of my own observation to relate to you, that there is, within three miles of Lillo, a vice and a rear-admiral’s flag flying, three sail of the line, and three frigates, with their top-gallant-yards across, and near seventy gun-brigs and luggers, besides a great number of armed vessels of every description, independently of the other line-of-battle ships which are near Antwerp; and yet the enemy has suffered us to obtain this anchorage with so little trouble, and scarce any loss, and retire altogether under the cover of his fortress.

“ I take this occasion to assure you, that I have been exceedingly flattered by the marked zeal and exertion of every officer to carry into effect the different arrangements which the intricacy of the navigation in the first attempt to sail up the Scheldt, and the position of the enemy, made it necessary to adopt.

I am, &c.

“ HOME POPHAM.”

“ *To Sir Richard Strachan, Bart. and K.B.*

*Commander-in-chief, &c.*”



*Copy of the Earl of CHATHAM’S Statement of his Proceedings, dated 15th October, 1809; presented to the KING, 11th February, 1810.*

In submitting to your Majesty a statement of my proceedings in the execution of the service your Majesty was graciously pleased to confide to me, and of the events which occurred in the course of it, it is not my intention to trouble your Majesty with any further details of the earlier parts of our operations, which, having terminated in the speedy reduction of Walcheren by your Majesty’s troops, and the occupation of the adjacent islands, and of the important fort of Bats, received at the time your Majesty’s most gracious approbation; but to confine myself principally in the narrative, which I am anxious to be permitted to bring under your Majesty’s view, to the consideration of the two following points, as most immediately applying to the conduct and final result of the expedition to the Scheldt:—1st. The ground upon which, after the army was at length assembled near Bats, a landing in prosecution of the ulterior objects of the expedition was not deemed advisable; 2dly. Why that army was not sooner there assembled, in readiness to commence further operations.

With respect to the former proposition, I am inclined to think that it is so clear and evident, that no further operations could at that time, and in the then sickly state of the army, have been undertaken with any prospect of success; that it would be unnecessarily trespassing on your Majesty to enter into much more detail on this point than has been already brought

before your Majesty, in my despatch of the 29th of August: and the chief object of this paper will be directed to shew to your Majesty, that the second point, namely, why the army was not brought up sooner to the destination from whence its ulterior operations were to commence, is purely a naval consideration, and that the delay did in no shape rest with me, or depend upon any arrangements in which the army was concerned, every facility, on the contrary, having been afforded by their movements to the speedy progress of the armament.

In doing this, it will, I conceive, be necessary, for the sake of perspicuity, that I should take up the consideration of this business from its commencement.

Your Majesty will permit me here to recall to your recollection the change which took place in the original project formed for the attack of Antwerp, and of the French fleet in the West Scheldt, in consequence of the opinions of the general and staff officers to whom this question was referred; and a combined operation of the army and navy, the whole, with the exception of the force to be left for the reduction of Walcheren, to proceed up the West Scheldt, was accordingly determined on.

Upon the practicability of such an operation being at once carried into execution, which was, however, the ground-work of the expedition, and which alone, in the opinion of all persons consulted, seemed to afford any prospect of success, even in the most sanguine view of the subject in all other respects, I must confess, I entertained great doubts, till the communication of a distinct official opinion, given on this point by the Lords of the Admiralty, decided in the affirmative this important question.

At the same time it is to be remarked, that the occupation of Walcheren, which, by some persons, it had been thought possible to leave behind us, and the reduction of Flushing, which it had once been proposed only to mask, were deemed indispensable to the security of the fleet, in case of disaster; and accordingly a considerable separate force was allotted to this service; and, in this view, it was besides distinctly agreed upon, that a vigorous attack by the navy upon the sea front should be made at the same time that the troops, after effecting their landing, advanced to invest Flushing; it being hoped that by a powerful co-operation from the sea, at the moment the troops had presented themselves before the place, the labour and delay of a regular siege might have been avoided, and a considerable portion of the force, allotted to this service, set at liberty to follow the army up the Scheldt. How far this expectation was fulfilled, or whether the assurance given that the whole of the armament (the part to be landed at Walcheren excepted) should be at once transported up the Scheldt, in prosecution of the ultimate objects of the expedition, was carried into effect, or was wholly disappointed, the information already before your Majesty, will have, in a great measure shewn, and which it will be my duty to bring more particularly under your Majesty's view, when I detail the subsequent course of our proceedings.

From what cause this failure ensued, whether it arose from insufficient

arrangements on the part of the admiral, or was the unavoidable result of difficulties inherent in the nature of the expedition itself, it is not for me, considering it entirely as a naval question, to presume to offer any opinion upon it to your majesty.

It may, however, be here proper to remark, that, in all the projects which have at various times been brought forward on the subject of an attack upon the island of Walcheren and the Scheldt, the necessity of having a wind a good deal to the westward, with moderate weather, has always been insisted on. Without these advantages in the one case, the passage would be difficult; in the other, the surf would prevent a landing on the points deemed most favourable in other respects. In the pre-ent instance, owing to the wind blowing strong from the westward, the surf was actually such as to prevent a landing on either of the points first fixed on for that purpose by the admiral; and the situation of the gun-boats and transports at anchor in the Stone deep becoming very critical, and the gale increasing, he found it necessary to carry such part of the fleet as was arrived for safety into the Roompot, and by which means the division of the army destined for the attack of Walcheren was enabled to effect its landing from a more sheltered anchorage on the Bree Sand, to the westward of Fort den Haak. At this time, the division under Lieutenant-general Lord Rosslyn, as well as that under Lieutenant-general Grosvenor, also the cavalry, artillery, &c. were not arrived; but they were afterwards, on their making the island, ordered by the admiral into the Veer Gat. It is, however, particularly deserving of attention, that this measure, though in itself one of great advantage, as far as it applied to the division destined for the attack of Walcheren, by placing the transports, store-ships, and small craft in security, was, if carried further, certainly not a little at variance with the leading purpose of the expedition, namely, the running with the right wing, and the advance of the army at once up the West Scheldt, at the same moment that the attack upon Walcheren was proceeding: but that even this need have delayed it for more than three or four days, unless on account of naval difficulties, which it will be for the admiral, not for me to explain, I deny; for as soon as Ter Veere and the fort of Rammekins fell, which happened on the 3d of August, the passage of the Sloe was open to the transports and gun-vessels; or they might have entered by the Durloo or by the Zoutland passages, the batteries of Dyskook, of Vygecteer, and the Nolle, having been all carried by the army early on the 1st of August; and on the same day the battery of Eorslen, at the south-west end of South Beveland, was abandoned on the movement of a detachment from the corps under Sir John Hope; and I know of nothing (but this, of course, is a point for the admiral to speak to) to have prevented the line-of-battle ships and frigates from coming in and passing up above Flushing, in the first instance, according to the plan originally decided upon.

Before, however, I pursue further the details of the proceedings of the army, governed as they necessarily were (until a footing should be gained on the Continent) by the movements of the navy, I must for a moment refer to



two separate operations; the one under Lieutenant-general Lord Huntley and Commodore Owen, and the other under Lieutenant-general Sir John Hope and Rear-admiral Sir Richard Keats; but both directed to assist and ensure a rapid progress up the Scheldt, had the admiral found it practicable in other respects. With respect to the former, which was destined to destroy the Cadsand batteries, and particularly that of Breskens, had it been carried at once into effect, and that the admiral could have availed himself of it, to take the ships up the West Scheldt by the Weeling passage, it would have been of the utmost advantage; but it was certainly rather fortunate it did not take place at a later period, as after all the transports, store-ships, &c. were ordered into the Veere Gat, and the plan of running at once up the West Scheldt, by the Weeling channel, seemed abandoned, the object of destroying the Cadsand batteries ceased, and a landing there would only have been an unnecessary risk, and a very inconvenient separation of our force, and of course occasioned great delay in collecting it for ulterior operations. It must not however be forgotten, that the difficulties here turned out to be much greater than had been at all foreseen before we sailed. In the first place, the beach was so exposed, that in blowing weather it was found impossible to land, and, from what cause I know not, the Marquis of Huntley's division could not be taken up, in the first instance, high enough to attack the Breskens's battery, the only one, from its situation, of much importance. In addition to this, the enemy, who had been represented by all the intelligence communicated to me to be very weak, almost actually without troops in that quarter, appeared to be well prepared, and in considerable force. Under these circumstances, according to Lord Huntley's report, Commodore Owen appears to have experienced great disappointment in not having the support of Lord Gardner's fleet and of his boats; but his lordship, as I believe, could never enter the Weeling channel at all; nor indeed was I ever acquainted with what instructions were given to him on this head.

When it was found that Lord Huntley's division could neither land nor proceed by the Weeling passage, up the Scheldt, as I had intended they should, it was determined to withdraw them; but from the boisterous state of the weather, it was some days before this could be effected. As soon as it was accomplished, they were passed over to South Beveland.

With respect to Sir John Hope's operation, it was more prosperous. The object of it was this:—In the original arrangement for carrying the army at once up the West Scheldt, Sir John Hope's division was included; but just before we sailed, the admiral received intelligence that the French fleet was come down abreast of Flushing, and seemed to threaten to oppose our passage up the Scheldt.

In this view, it was conceived that, by a landing on the north side of South Beveland, the island might be possessed, and all the batteries taken in reverse, and thereby the position of the French fleet, if they ventured to remain near Flushing, would be, as it were, turned, and their retreat rendered more difficult, while the attack on them by our ships

would have been much facilitated; and for this object, the division of Sir John Hope rather preceded, in sailing from the Downs, the rest of the fleet.

The navigation of the East Scheldt was found most difficult, but by the skill and perseverance of Sir R. Keats, this purpose was happily and early accomplished, though the troops were carried a great way in schuyts and boats; and this division was landed near Ter-Goes, from whence they swept all the batteries in the island that could impede the progress of our ships up the West Scheldt, and possessed themselves on the 2d of August of the important post of Batz, to which it had been promised the army should at once have been brought up.

Sir John Hope remained in possession of this post, though not without being twice attacked by the enemy's flotilla, for nine days before any of the gun-boats under Captain Sir Home Popham were moved up the Scheldt to his support.

But it will be recollected that both these operations tended directly to forward the original purpose of a rapid progress up the Scheldt, the former by opening the Cadsand channel, could the landing of Lord Huntley's division have been effected; the second, by covering the progress of our fleet along the coast of South Beveland; while this division, under Sir John Hope, was, at the same time, so far advanced towards the destination at which the rest of the armament was to be assembled.

It will now only be necessary for me to bring before your Majesty the dates at which the several parts of the armament were enabled, according to the arrangement of Sir Richard Strachan, to pursue their progress up the Scheldt. In this place, however, it may be proper that I should previously advert to the grounds on which the 3d division under Lieutenant-general Grosvenor, as well as the two light battalions of the King's German Legion, (composing part of the force destined, in the first instance, to proceed against Antwerp) were landed at Walcheren and employed before Flushing.

Your Majesty will be pleased to recollect, that the troops which sailed from Portsmouth, under Lieutenant-general Sir Eyre Coote, were destined for the service of Walcheren, and had been considered as sufficient for that object, according to the intelligence received, and the supposed strength of the enemy; though, at the same time, certainly relying for the first efforts against Flushing on the promised co-operation of the navy, and on their establishing, as was held out, in the first instance, a naval blockade, except on the side of Veer and Rammakins. Unfortunately, however, this did not take place; and for several nights after the army was before Flushing, the enemy succeeded in throwing from the opposite coast, probably from the canal of Ghent, considerable reinforcements into the place, which enabled him constantly to annoy our out-posts and working-parties, and finally to attempt a sally in force, though, happily from the valour of your Majesty's troops, without success. This proving very harrassing, particularly from the great difficulty of communication between the several parts of our line; I determined, in order to relieve the troops and press forward the siege with

as much vigour as possible, to avail myself, for the time, of the services of these corps; but it is to be remembered, that this was only done because I saw no movement making to push forward a single vessel up the West Scheldt; and it therefore seemed more advisable to have their assistance before Flushing, than that they should lie inactive in the Veer Gat; and they might at any time be re-embarked from Rammakins in a few hours, whenever their transports could be brought up from Veer, and there was the least chance of our proceeding to our ulterior destination.

I have already stated that Rammakins surrendered on the evening of the 3d of August.

Immediately upon this event, feeling, as I did, great uneasiness at the delay which had already taken place, and at the departure from the original plan, I wrote a letter to the Admiral, then at Ter Veer, expressing my hope that the ships would now be able to enter the West Scheldt by the Sloe Passage, and that no time should be lost in pressing forward as speedily as possible our further operations; and I requested, at the same time, that he would communicate to me the extent of naval co-operation he would afford, as well for the future blockade of Flushing, as with a view to protecting the coasts of South Beveland, and watching the passages from the Meuse to the East Scheldt, as this consideration would govern very much the extent of force I must be to leave in South Beveland, when the army advanced. To this letter he did not fully reply till the 8th of August; but I had a note from him on the 5th, assuring me the transports should be brought forward without delay; and I had also a very long conversation with him on the morning of the 6th, on the arrangements to be taken for our further operations, when I urged, in the strongest manner, the necessity of not losing a moment in bringing up the cavalry and ordnance ships, transports, store-ships, victuallers, &c. &c. in order that the armament might proceed without delay to its destination; and I added my hopes, that they would receive the protection of the ships of war, none of which had yet entered the West Scheldt.

To all of this, and to the several arrangements explained to him in detail, he fully assented.

In his reply to my letter of the 4th, on the 8th of August, he acquaints me that several of the smaller vessels, of different descriptions, had passed through the intricate passage of the Sloe, and that he had ordered the frigates to pass up the West Scheldt, to be followed by the line-of-battle ships; and he gave hopes that he should be able to go up the river with the flotilla on the 10th of August at furthest, and that the frigates and line-of-battle ships should follow, as they came in, in succession.

The frigates, however, did not pass Flushing till the evening of the 11th, and the line-of-battle ships only passed to the anchorage, above Flushing, on the 14th, the second day of the bombardment.

These ships began to proceed up the river on the 18th, and arrived on the 19th; one division as high as the bay below Waerden, the other off the Hanswent, where they remained; the *Courageux* passed above Batz;

the cavalry ships only got through the Sloe Passage into the West Scheldt, from the 20th to the 23d, and arrived off Batz on the 22d and 24th; the ordnance-ships and store-ships passed through from the 22d to the 23d, and arrived at their destination off Batz on the 24th and 25th; the transports for Lieutenant-general Grosvenor's division only came up to receive them on the 19th, on which day they embarked, and those for Major-general Graham's division on the 20th and 21st; and they arrived off Batz on the 21th. The corps of Brigadier-general Rottenburgh, and the light battalions of the German Legion, proceeded to join the Earl of Rosslyn's division in South Beveland.

From this statement, your Majesty will see, that, notwithstanding every effort on my part with the Admiral, the armament was not assembled at the point of its destination till the 25th, and of course that the means of commencing operations sooner against Antwerp were never in my power.

It now became at this advanced period of my duty to consider very seriously the expediency of landing the army on the Continent. On comparing all the intelligence obtained as to the strength of the enemy, it appeared to be such as to leave (as stated in my despatch of the 29th of August) no reasonable prospect of the force under my command, after accomplishing the preliminary operations of reducing Fort Lillo as well as Liefkenshoek on the opposite side of Antwerp, without the possession of which the destruction of the ships and arsenals of the enemy could not be effected; and in addition to this, the sickness which had begun to attack the army about the 20th, and which was hourly increasing to an alarming extent, created the most serious apprehensions in the minds of the medical men, as to its further progress at that unhealthy season, and which fatal experience has since shewn to have been but too well founded.

Your majesty will not be surprised, if, under these circumstances, I paused in requiring the Admiral to put the army on shore. That a landing might have been made, and that any force that had been opposed to us in the field would have yielded to the superior valour of British troops, I have no doubt; but then, any such success could have been of no avail towards the attainment of the ultimate object, and there was still less chance that the enemy would have given us the opportunity. Secure in his fortresses, he had a surer game to play; for if ever the army, divided as it must necessarily have been in order to occupy both banks of the river, exposed to the effects of inundation on every side, and with all its communications liable to be cut off, while the force of the enemy was daily and hourly increasing, had once sat down before Antwerp, it is unnecessary for me to point out to your Majesty, how critical must, in a short time, have been their situation. But when, added to this, sickness to an alarming extent had begun to spread itself among the troops, and the certain and fatal progress of which, at that season, was but too well ascertained, it appeared to me, that all further advance could only tend to commit irretrievably the safety of the army which your Majesty had confided to me, and which every principle of military duty as well as the direct tenor of my instructions alike forbid.



In this state of things, I considered that there was left me no alternative, but to pursue the course I have already stated, for your Majesty's information, in my despatch of the 29th of August; and that conduct I now most humbly, but at the same time with perfect confidence, submit to your Majesty's judgment.

I shall here close this report; which has, I fear, already detained your Majesty but too long; by observing that wherever it has been necessary for me to advert to the disappointments experienced, through the arrangements of the admiral, in the naval co-operation I have been taught to expect, I have confined myself to stating the facts; abstaining, as it became me, from all comment, and leaving it to the admiral, in such report as he may make of his proceedings, to bring under your Majesty's view the circumstances which may have occasioned them; and, above all, to account for the difficulties which prevented the investment of Flushing (a point never even doubted of before) as well as to shew the obstacles which presented themselves to the early progress of the armament up the West Scheldt, which operation I had always looked upon as the primary object of his instructions, and on the accomplishment of which our best hopes of success in any of the ulterior objects of the expedition principally, if not wholly depended.

CHATHAM, Lieutenant-general,

Presented to the King,  
14th Feb. 1810.

October 15, 1809.

## ADMIRAL SIR R. J. STRACHAN'S NARRATIVE.

### No. I.

*Copy of a Letter from Rear-admiral Sir R. J. Strachan to J. W. Croker, Esq. on Lord Chatham's having produced a private Note of the Rear-admiral's respecting Provisions, &c.*

" SIR,

*London, February 23, 1810.*

" I understand that Lord Chatham last night produced a private note of mine under date the 27th of August, on the subject of provisions and other matters, to the House of Commons.

" The allusion to provisions in that note was in consequence of an error in the statement which was given to me, from the principal agent of transports, respecting the provisions of the army; but it was immediately corrected, and, I think, [I am not certain] subsequently reported to their lordships.

" I mention this that their lordships may be convinced of my anxiety to prevent any improper impression in regard to the supply of provisions for the army.

" The observations which I made in that note, to meet the feelings of his lordship, on the view he had taken of the difficulties which presented themselves on his expectation of success, appear to me unimportant; the thing was decided upon; it was not a moment to analyse the principles of that

decision, and my public letters, and examination at the bar of the House of Commons, will, I trust, have explained my sentiments and decision upon this subject.

"I have the honour to be, Sir, your very humble servant,

"R. J. STRACHAN."

"John Wilson Croker, Esq. &c. Admiralty."

No. II.

*Copy of a Letter from Rear-admiral Sir R. J. Strachan, to J. W. Croker, Esq. respecting the Statement of the Earl of Chatham.*

"SIR,

"London, March 5, 1819.

"I, when I solicited my Lords Commissioners of the Admiralty to procure me an authentic copy of the statement of Lord Chatham upon the late expedition to the Scheldt, made that request in the hope that I should be permitted, after examining the subject of that paper, to submit to their lordships' consideration such observations as might arise from it; and I have now to request that you will convey to their lordships my thanks for the transmission of the paper, and at the same time solicit their attention to the observations upon it which I have now the honour to enclose.

"Feeling perfectly conscious that every exertion had been made by me in forwarding the objects of the expedition, and that no blame could be justly imputed to myself or the navy, I could not possibly suspect that Lord Chatham, to the irregularity of presenting immediately to his Majesty such a paper as that which I have received, had added the impropriety (to use no stronger term) of endeavouring to exculpate himself by private insinuations against the conduct of others.

"Every officer has a just right, and, where he really believes failure to have arisen from the misconduct or negligence of those with whom he has been associated in a joint command, is in duty bound, in many cases, to state his opinion officially to the government.

"It is then for his Majesty to judge of the propriety and necessity of instituting any inquiry upon the subject; but to assume the privilege of conveying private insinuations to the prejudice of others, from whose knowledge they are studiously concealed, must prove utterly destructive of all mutual confidence in the joint operations of the army and navy.

"Their lordships will be able to judge whether there is any foundation for the imputations, that the delays originated with myself, or with any others in the naval service, or whether during my command on the late expedition, any proceeding on my part has in any respect justified the line of conduct which Lord Chatham has thought fit to adopt towards me.

"Upon this subject, that I may not interrupt my observations upon his Lordship's Statement, I will now advert to my letter of the 27th of August.

"That letter was an official one; I have already expressed my regret that it was so inadvertently worded as to excite any suspicion of my imputing blame to the commander-in-chief of the army, on the ground of his then determining to abandon any further attempt in the Scheldt.

" I was not aware that any expressions which I might have considered myself justified in using for the purpose of conveying my sentiments to their lordships, would have been given to the world, if they should have been thought injurious to the character of the commander-in-chief of the forces.

" In my letter to Lord Chatham of the 26th of August (enclosure to No. 29, Admiralty Papers, 3.) I offered the fullest co-operation of the navy in any further attempt in the Scheldt, and therefore I thought myself bound to state, in my official letter, that I had made such offer; and I was of opinion, as I have since explained in my evidence, that it would have been advisable to have attacked forts Lillo and Liefkenshoeik.

" It appeared to me that this offered a chance of opening some further field of enterprise for the navy, or at all events of ascertaining whether the destruction of the enemy's fleet, or of any considerable part of it, was indeed practicable; but in expressing my wish, I meant to represent it to be more of a military than a naval question, and I never presumed to set my opinion upon that subject against the professional opinion of the army, still less to impute any misconduct or blame, as attaching to their determination that such an attack was not advisable.

" When all these circumstances, their publicity, and my readiness at all times to do justice in this respect to the army, are considered, I cannot think that a misinterpretation of the general expression in a public official letter could even palliate, much less justify, the secret attack which has been made upon my character and conduct.

" With these general observations I submit to their lordships, that it is much more easy to answer direct charges than indirect insinuations, and, I trust, they will therefore excuse my troubling them at a greater length than I should otherwise have thought necessary.

" I have the honour to be, Sir,

" Your most obedient humble servant,

" R. J. STRACHAN."

" John Wilson Croker, Esq. &c. Admiralty."

### No. III.

*From Rear-admiral Sir R. J. Strachan; containing his Observations on the Statement of the Earl of Chatham.*

" London, 5th March, 1810.

*Observations on the Earl of Chatham's Statement of his Proceedings, dated October 15, presented to the King February 14.*

" Upon the first point to which Lord Chatham in his Narrative has called his Majesty's attention, namely, " the ground upon which, after the army was at length assembled near Bathz, a landing in prosecution of the ulterior objects of the Expedition was not deemed advisable," it would be improper for me to make any observations, because the reasons which are said to have rendered it " clear and evident that *no further* operations could at that time be undertaken with any prospect of success," were such

as I was not competent to appreciate, and therefore I did not presume to discuss.

"Not being aware from my own observations that further success was unattainable, I ventured to offer the fullest assistance and co-operation of the naval armament under my command in any ulterior measures which might be deemed advisable; and I trust that in making this offer I shall not be thought to have been guided by a too forward and indiscreet zeal, rather than by a due sense of my professional duty.

"Upon the second point, namely, "Why the army was not sooner assembled at Bathz to re-commence further operations," I feel confident that I shall have no difficulty in proving, in direct contradiction to the assertion in Lord Chatham's Statement, that the delay did in no shape rest with me, or depend upon any arrangements in which the navy was exclusively concerned, but that, on the contrary, every facility was afforded by the navy towards accelerating the movements of the army, and every exertion used by all those under my command, in the various and complicated services entrusted to them.

"I have in vain endeavoured to ascertain the foundation upon which the assertion rests, that it "was distinctly agreed upon that a vigorous attack by the navy upon the sea front should be made at the same time that the troops after effecting their landing advanced to invest Flushing, it being hoped that by a powerful co-operation from the sea at the moment the troops presented themselves before the place, the labour and delay of a regular siege might have been avoided." I cannot find any instructions, orders, letters, or communications, either previous to our departure from the Downs, or subsequent, alluding to any such agreement, and can have no difficulty, not merely in asserting that no such agreement was made, but that from the nature of the thing itself, it is quite impossible that any such agreement could have been made.

"It certainly was in contemplation, if the enemy's fleet had remained in the lower part of the river, more particularly in the vicinity of Flushing, to have pushed a fleet of line-of-battle ships into the Scheldt to attack them, and a squadron for that purpose, among other objects, was ready, under the orders of Lord Gardner. With that squadron I intended to have proceeded to the attack of the enemy's fleet, if it had not retreated up the river before the armament arrived on the coast of Zealand.

"It was also in my contemplation, by means of that squadron, to co-operate with the army in any attack upon Flushing, wherein the assistance of the navy should be thought desirable. This is proved by my orders to Lord Gardner of the 16th and 20th of July; but it is so far from being true that this view of mine was the result of any agreement preconcerted with Lord Chatham, as the Statement seems to imply, that the first spontaneous offer of such co-operation on my part was passed by without any immediate notice by his lordship. This offer was contained in my letter of the 8th of August, to which I shall shortly have occasion to allude.

"For particulars of the co-operation and assistance actually afforded them by the navy in the commencement of our operations, I may refer to



the last paragraph of Lord Chatham's despatch of the 2d August (No. 1 Military Letter B.).

"In answer to the imputation of misconduct thrown upon me, for not having realized the hope, 'that by a powerful co-operation from the sea at the moment the troops presented themselves before the place, the labour and delay of a regular siege might have been avoided,' it is perhaps sufficient to state, that such a hope must appear chimerical, except upon one or two suppositions. If the commander-in-chief, from a conviction that the works of Flushing on the land-side were either too weak or too extensive, or manned by a garrison too inadequate to resist a sudden and general assault, had proposed a simultaneous attack from the line-of-battle ships, our fire might certainly have contributed to the success of such a project; but an enterprise so desperate as this, under the well-ascertained circumstances of the fortress and garrison, can never have been for a moment in contemplation.

"If for the purpose of sparing to his army the labour and delay of a regular siege, the commander-in-chief had wished to make his attack on the sea front, to embark the assailing army in the boats of the fleet, and to land them under the protection of our ships of the line, I need only say that I was perfectly ready to share the hazards of such an attack, and that the ships were prepared for the service. It could not be for me to suggest such a measure, which of course must originate with the commander-in-chief, to whom, however, I thought it my duty to state in my letter of the 8th of August (Minutes of Evidence, p. 160) my readiness to 'act under a previous concert for co-operation with the army in such a plan of attack as might accelerate the surrender of Flushing.'

"But such a proposal, in point of fact, was not made to me; from whence I must conclude, that it was not thought to offer any rational prospect of adequate advantage. A concerted and combined attack, it should seem, was thought hopeless, until the land batteries should be in a condition to act; but that a 'vigorous attack by the navy upon the sea front, an attack undertaken at the moment the troops presented themselves before the place,' would have afforded reasonable grounds of hope; although it is evident that in this case the enemy, after simply shutting their gates against the army, whose musketry, unassisted by great guns, could have done little mischief to the garrison, would have directed their whole fire against us, and having crippled a part of our fleet, could have been still able to impose upon our troops the labour and delay of a regular siege.

"I will not advert to the charges and insinuations, in relation to my conduct, in having failed 'in performance of an assurance that the whole of the armament should be at once transported up the Scheldt,' in having adopted a measure which, though of great advantage as applied to the division intended for the attack of Walcheren, was not a little at variance with the leading purpose of the expedition, namely, the running with the right wing, and the advance of the army at once up the Scheldt.

"These observations are accompanied by a denial that even this change

in the destination of part of the fleet from the West to the East Scheldt 'would have delayed the advance more than three or four days,' a remark in which I entirely concur with Lord Chatham, though on grounds very different from those assumed in the Statement.

"Upon this part of the case I must recur shortly to the original discussion and plans, relating to the expedition, and the circumstances under which we arrived at Walcheren.

"It had been at one time proposed before we quitted London, to land the whole army in Tholon and South Beveland, as presenting fewer difficulties than the navigation of the Scheldt, which under the most favourable circumstances must always be liable to various contingencies. This proposal was, I understand, a good deal discussed, and on this point it is only necessary to refer to my instructions to Sir R. Keats, when he was directed to give every assistance in the transporting the troops to South Beveland and Tholen.

"Another plan had been proposed, of disembarking in the Slough, marching across South Beveland, embarking again at Bathz, and landing at Santfliet. (Min. Ev. p. 197.)

"This plan appeared to be approved by many good judges of military operations, for one proof of which I may refer to the Minutes of Evidence, page 197.

"The third plan which was suggested as preferable to either of the former, provided we met with no obstacles, was to proceed directly up the West Scheldt, and this (see Mem. Min. Ev.) was ultimately adopted, because, by keeping the troops in the transports, it promised to preserve them in an efficient state until their immediate service should be called for. To this arrangement the command of the Weiling passage was thought to be necessary, for which reason a respectable force was destined to occupy Cadsand.

"Speaking of the failure of the attack on Cadsand, Lord Chatham says, 'in the first place the beach was so exposed, that in blowing weather it was found impossible to land.' Secondly, 'from what cause I know not, the Marquis of Huntley's division could not be taken up in the first instance high enough to attack the Breskens battery, the only one from its situation of much importance.' Lastly, his lordship says, 'Commodore Owen appears to have experienced great disappointment, in not having the support of Lord Gardner's fleet and his boats.'

"I trust that I shall be able to answer, in a very few words the preceding insinuations. I confess that I was aware of the importance of Cadsand before we sailed from England; Lord Chatham, from being impressed with the same idea, was induced to send over an engineer (Captain Paisley) to report on the practicability of effecting a landing on the beach. The same engineer, in his evidence (page 87. Min. Ev.) and speaking of the time to which Lord Chatham alludes, when he says 'the beach was so exposed,' &c.) answers, 'it appears to me there was no difficulty in landing, unless what might arise from the enemy having a greater force than we

could oppose to them in the first instance; of the enemy's force I am not a judge.'

"I do not believe that the Breskens battery had occurred to any person until I stated in the printed secret circular memorandum, 'that the first thing the enemy would do would be to erect a mortar and furnace battery at Breskens, &c.' I never heard a wish on the subject of passing the Breskens battery: and I do think if it had been represented to me as so extremely strong, I should have urged the propriety of landing below it, and taking it in reverse, in preference to the risk which the troops in transports would be subjected to by passing it. The engineer, in Minutes of Evidence, page 86, says, 'the batteries appeared to me to have very little strength;—the batteries appeared to me to be open batteries.'

"I refer to these Minutes of Evidence, merely as proofs of the inaccuracy of the Statement.

"I selected Commodore Owen, an officer of great intelligence and professional talent, for the purpose of co-operating with the Marquis of Huntley; I gave him every latitude of discretion; the quarter-master-general sent Lord Huntley a copy of the commodore's instructions, and I apprehend there is no position or part of the beach between Sluys and the Ghent canal, on which he would not have attempted to effect a landing, if any proposition or request had been made by Lord Huntley to that effect.

"I only require on this point that a dispassionate attention should be paid to my orders, that my letter of the 2d July to Lord Gardner, coupled with that of the 16th, should be read with attention, and that a reference should be made to the evidence of Commodore Owen and the Marquis of Huntley, which I think unequivocally prove, that no application was ever made to me for a proportion of boats beyond what was carried by Commodore Owen's squadron.

"Our original determination of landing in Zoutland Bay was laid aside, in consequence of intelligence received at Deal of the preparation of the enemy on that part of the coast, and a memoir was drawn up on this subject, which was submitted to Lord Chatham and Lord Castlereagh, and approved of by both; and it was consequently intended to land on Domburgh Beach; but on our arrival at Walcheren, the surf was found to be so heavy on Domburgh Beach, in consequence of a strong westerly wind, the landing there was impossible; it became therefore absolutely necessary to take shelter in the Roompot and Veergat, and the constant succession of gales for many days after our arrival, made it impossible, independently of other obstacles, to recur to the original intention of entering the western mouth of the Scheldt.

"Upon the change in our measures, which was thus forced upon us by the untoward state of the weather, I must here beg leave to offer a very few remarks. It is admitted by Lord Chatham to have been in some respects advantageous, by placing the transports and small craft in a place of security, and by facilitating the disembarkation of the troops on the Bree Sand.

“ His lordship further states, that by this change of the destination of the fleet the occupation of Cadsand became unnecessary, and that if it could have been accomplished it would have occasioned a very inconvenient separation of our force. On the other hand, this change of destination necessarily tended to produce some delay in the naval operations, by forcing us to proceed by a circuitous instead of a direct navigation; but the main question is, how far it necessarily tended to retard the attainment of the ulterior objects of the expedition.

“ I have already stated, that for the purpose of obtaining those objects, three places had been proposed, the last of which, as I conceived, had been selected as the most advantageous, only upon the supposition of our encountering no obstacles to the navigation of the whole fleet up the West Scheldt. Now the Wieling Channel had been rendered inaccessible to us by our failure at Cadsand, and consequently our expectations, in this respect, had been wholly overthrown, and the ground of preference on which the third plan had been adopted was in course removed; but it is evident, that the impracticability of the first plan, which proposed to carry the army through the East Scheldt to Tholen, or that of the second, according to which the troops were to have been landed on South Beveland and to have proceeded to Bathz, could not be materially affected by the enemy's possession of Cadsand, or at all by the circumstance of our fleet being compelled, by stress of weather, to take shelter in the Veer Gat; on the contrary, it will appear by the military instructions to Sir John Hope (Min. Ev. page 165.) ‘ that the navigation of the East Scheldt being little understood, and whether there was sufficient depth of water for the transports and victuallers which must necessarily attend this service, it is now judged most advisable that the operation should take place by the Veer Passage.’

“ Now the only imaginable impediments to the further progress of our army must have been apprehended, either from a military force of the enemy occupying South Beveland, or from the French fleet in the West Scheldt, or from the enemy's flotilla: but the corps of Sir John Hope became possessed of the whole of South Beveland on the 2d August, the French fleet had retired beyond the boom of Lillo on the 1st August, from the enemy's flotilla, which was unable to prevent the corps under Sir John Hope from taking possession of Bathz, or to regain possession of it before the greater part of the guns, which had been previously spiked, were rendered serviceable, and which, on the first appearance of the British flotilla, retired in confusion, and never afterwards repassed the boom of Lillo, no opposition to the movements of the army could at any time have been reasonably apprehended.

“ With respect to the immediate difficulties which may have operated as an objection to the disembarkation of the troops on South Beveland, and to their subsequent march across that island, he need only refer to the opinions of the naval officers who were employed in the Slough, by which I think it will appear that 20,000 men, and 4000 horses, might have been landed from the Slough in 48 hours (page 175, M. E.) that cavalry and



ordnance horses might easily perform this march from the Slough to Bathz in thirty-six hours, the distance being from thirty to thirty-five miles.— With regard to artillery, it was stated by Sir John Hope, in answer to a question (Min. Ev. page 173.) as to the number of guns found in Bathz and Waerden, which might have been used for ulterior objects, that there were twelve 24 pounders in the battery at Waerden, and fourteen or fifteen at Bathz, all of which, as the general believed, were on travelling carriages. I might add, that the quantity of ordnance and ordnance stores taken on the island, as appears by the return in Journal Army Proceedings, page 15, was such as I should suppose to be sufficient for all the possible wants of the army.

“ When, therefore, Lord Chatham contends in his Statement that the second point, namely, ‘ why the army was not brought up sooner to the destination from whence all its operations were to commence, is purely a naval consideration,’ his position is certainly true in words, but as certainly incorrect in its implied meaning. It is obvious that the army might have marched to Bathz in the course of a few days, but it is also obvious that it could not be conveyed on board a fleet of 400 transports, besides frigates, sloops, and flotilla, through a very intricate channel, without some delay. The difficulty of conducting such a fleet at all, through the mazes of such a navigation, can only be appreciated by professional men; it was very greatly increased by an adverse wind, blowing for some time with such violence, as to render the expedient of warping (the only means of proceeding) totally impracticable; such obstacles to our progress were only to be overcome by great exertions and perseverance, by a considerable, but not, as I trust, an unnecessary expenditure of labour and time.

“ I can only say, that I made every arrangement, by appointing the most active officers to every separate part of each service, and that I had every reason to be satisfied with their zeal, activity, and exertion.

“ Having anticipated many of these difficulties, I attempted, in a conversation with Lord Chatham on the 1st August, to impress them on his lordship’s mind, and I inferred from his answers, that he intended to modify his plans in consequence, and to proceed by South Beveland instead of the West Scheldt.—Under this persuasion I directed Admiral Otway to take the command of the fleet employed before Walcheren, that I might be at liberty to employ my whole attention in forwarding the different preparations necessary to facilitate the progress of the army to the destination from whence its ulterior operations were to commence.

“ I immediately directed Sir Home Popham to proceed through the Slough with several sloops of war, all the bombs, gun-brigs, and gun-boats, and use every exertion in getting the flotilla into the West Scheldt, that it might in the first instance co-operate with Commodore Owen in completing the naval blockade of Flushing, and to be ready to proceed to Bathz at the shortest notice, whenever its services should be required there, for the purpose of prosecuting the ulterior objects of the expedition.

“ I also instructed him to hasten as much as possible the progress of the transports through the Slough.

“ The subsequent news of the rapid occupation of South Beveland and of the fort of Bathz, with a quantity of artillery and ammunition in the other forts (v. Journal Army Proceedings, page 15, Sir John Hope) adapted to our future operations, and also of the facility which might be afforded to our arrangements for crossing to Santfliet, by a ford reported capable of being passed by some part of the army, further strengthened my opinion that the landing in South Beveland with all the cavalry and infantry would be the only means of rapidly approaching towards the ultimate objects of the expedition.

“ Accordingly, in my interview with Lord Chatham on the 6th, I stated fully the difficulties I had to encounter from the untoward state of the weather, and from the intricacy of the channel in passing the vessels through the Slough, as also from the difficulties made by the pilots, who refused to take charge of the vessels, or even to carry the line-of-battle ships into the West Scheldt. (Vide Lord Gardner's Letter.)

“ The strong impression I felt upon this subject induced me to deviate from the line of conduct I have always adopted in relation to military matters, of not interposing any opinion ; and I ventured to propose to his lordship to commence the disembarkation by landing the cavalry immediately on South Beveland, and marching them to Bathz, which might be followed by all the infantry not occupied in the siege of Flushing ; stating that much delay and difficulty would arise in getting our numerous vessels and transports through the Slough ; that in addition to the frigates which were already under orders to proceed into the West Scheldt, I should be able in a day or two to get a sufficient portion of sloops and flotilla, including the transports I ordered to be armed, and the launches of the fleet to be fitted with carronades, to increase the flotilla through the Slough to send up to co-operate with the army at Bathz, and such a limited number of transports as might contain articles essential to the first advance of the army. I also informed his lordship that every possible exertion was making to accomplish the passage through the Slough, on the nature of which exertions, being wholly technical, such as buoying and anchoring small transports on the side of the shoals, and making arrangements for warping (the wind being still adverse) it cannot be necessary for me to dwell.

“ That Lord Chatham fully understood the nature and extent of the obstacles to our getting into the West Scheldt, which I described, is obvious from his letter of the 7th of August (No. 3. military papers, B.) written after the interview, in which I had explained them, and ventured to propose the remedy of landing the cavalry, &c. on South Beveland.

“ To this letter I beg to call the most particular attention, as it is very difficult to reconcile the statement in that letter with the insinuations which it is my painful duty to answer. It is no less difficult to reconcile the admission, that ‘ the active enterprise of the enemy, and the reinforcement thrown into Flushing, rendered it necessary to land General Grosvenor's division,’ with the assertion in the statement, that ‘ it is to be remembered that this was only done because his lordship saw no movement making to push forward a single vessel up the West Scheldt.’

“ Upon the justice of the last observation, after the conversation which had passed between us on the 6th, I dare not trust myself with making any comments.

“ I then thought, and I still think, that if the plan which I had presumed to suggest had been adopted; had the cavalry been landed on South Beveland, and a limited number of transports been selected, that a delay of only a few days would have resulted from the adverse accident which had unavoidably given a different course to the direction of our operations.

“ Lord Chatham seemed to think it necessary that all the men of war and transports should assemble in the Upper Scheldt, at Bathz.

“ My opinions on this subject I have already stated. It is to be remembered that the French fleet had retreated above Lillo, so that the presence of our line-of-battle ships in the West Scheldt could not be necessary until the army should have been assembled at Bathz, and even then, unless it should have been deemed inexpedient for the army to have advanced upon Antwerp, until we should have broken the boom of Lillo, I still think that not more than four ships could have been required for that purpose. In the mean time our flotilla would have been amply sufficient to have protected the passage of the army from Bathz to Santvliet, as I should not have agreed to any proposition for crossing the army unless I had been quite certain that I had the most ample means of giving it the fullest protection. Being, however, particularly anxious to pursue the line of conduct most congenial to his lordship's wishes, and consequently best adapted to promote a cordial co-operation, I promised every exertion in carrying his intentions into execution.

“ Accordingly, on my return from Lord Chatham, I continued my arrangements for accelerating the various complicated objects which were to be attended to.

“ The first part of the flotilla which got through the Slough, were applied to the cutting off the communication between Cadsand and Flushing; because his lordship had regretted (though without urging it as a subject of complaint), that supplies had been so often thrown into Flushing. In fact, until after the 7th of August, the weather continued so bad, with the wind at S. W. and S. S. W. that we were unable to interrupt the communication of the enemy, as the only vessels by which we could effect it were constantly driven in by the gales, and could not keep the sea. The wind which was most adverse to us, was most favourable to the enemy, who could from Cadsand run before it into Flushing without the possibility of interruption.

“ On the 7th we were able, by the weather moderating, to establish the sea blockade of Flushing; and on the 9th a considerable body of the flotilla, under the command of Sir Home Popham, was carried through the Swatchway of the Caloot Sand at the entrance of the Slough Passage, and proceeded to Bathz, where they arrived on the 11th. At the same time a squadron of frigates passed Flushing to join this flotilla, and proceeded on the following day up the Scheldt.

“ With respect to the line-of-battle ships, great difficulty had occurred

from the objections of the pilots, but I regretted this less because I had considered these ships, if in consequence of my offer they should be called for by Lord Chatham, as applicable to the co-operation in the attack upon the town; and having placed the different divisions of the fleet employed in the various services in the East Scheldt, at Bathz, in the Slough, and in the West Scheldt, under the command of officers of responsibility, with directions to press the passage of the transports through the Slough, I remained in the vicinity of Walcheren for the purpose of communicating with Lord Chatham, as I conceived it my duty to do, until he should think it right to proceed to South Beveland. The ships' of the line, therefore, whose immediate presence at Bathz did not, for the reasons which I have just mentioned, appear to me at all necessary, did not pass Flushing until the attack on the 14th. The *Courageux*, which ship was intended to go up the river when the frigates did, proceeded early in the morning of the 15th. I detained the others, as the anchorage at Bathz was very confined, and, at that time, extremely crowded, but they were only a few miles lower down, and within reach of going up in one tide whenever it should be required of them to proceed up the river.

"The transports proceeded up the river in different divisions as fast as the difficulties I have stated could be overcome, and in consequence of the arrangements made, and the exertions of the officers employed, with fewer accidents than I believe have ever occurred to so large a fleet in such a navigation.

"I trust I have now succeeded in proving the point with which I set out, namely, that if the army was not sooner assembled at Bathz, the delay was in no shape imputable to my misconduct; the particular line of operations which had been suggested to the commander-in-chief of the forces and to myself, as most likely to ensure the attainment of the ultimate objects of the expedition, was departed from, is notorious; but I have endeavoured to shew that the failure of the attack on Cadsand was not owing to any defect in the orders and instructions issued by me, and it was evidently impossible, that while Cadsand and Flushing remained in the hands of the enemy, I could carry such a naval armament as was assembled under my orders to the point of general rendezvous. No precautions of mine could secure the fleet and army against the fury of the elements, or enable us in spite of the adverse gales, to reach, by the shortest course, our proper destination.

"In conveying the fleet to a secure place of refuge, and one where the disembarkation of the troops took place with little loss of time and without any loss of lives, I trust I shall not be accused either of a dereliction of my duty, or of any inattention to the interests of the army.

"From this period I considered myself bound implicitly to accede to the wishes of the commander-in-chief. With him alone was there an option between a march of 36 hours and a voyage of indefinite length. I trust that it was owing to no defect of zeal on my part, and I am sure it was owing to no want of exertion on the part of the many excellent naval officers whom I have the honour to command, that the progress of a fleet which it was ne-



necessary to warp, or in less technical language, to haul by human labour, through the windings of a most intricate channel, and often directly in the teeth of the wind, appeared so tardy that Lord Chatham 'saw no movement making to push forward a single vessel to the West Scheldt.' The exertions of the naval officers and men were not rendered less irksome by the persuasion that the labour which, though incessant, often proved unavailing, might have been spared to them at the expense of a short march across the island of South Beveland. To impute to me or to the navy, under the name of delay, the loss of time which was passed by me in constant solicitude, and by the men in unremitting toil, is not what I should have expected from Lord Chatham.

"It would have been more agreeable to myself to have offered to their lordships a simple journal of the daily transactions of the fleet, as that course would have afforded me that of paying a just tribute of gratitude to the numerous, able, and zealous officers, by whom I was aided in the different branches of the service, under my directions, and who may possibly consider themselves as unjustly subject, together with myself, to some imputation, from the marked, and perhaps invidious, accuracy with which the particular days of arrival of different divisions are specified in Lord Chatham's statement.

"But I am convinced that it was not the intention of his Lordship, in collecting such a multitude of dates, to attribute any blame to those officers. He has closed his report by pointing me out as the only object of his animadversions.

"He leaves me 'to account for the difficulties which prevented the investment of Flushing, as well as to shew the obstacles which presented themselves to the early progress of the armament up the West Scheldt.'

"He was not aware, it seems, that the first point was rendered impossible by the state of the winds; he was not even aware that the circumstances of his being blown into the East Scheldt had impeded his early progress up the West Scheldt.

"Concerning Lord Chatham's opinions I have now ceased to be solicitous, but I am, and ever shall be, sincerely anxious that your lordship's should not see cause to regret the confidence with which you have been pleased to honour me on this occasion.

"London, March 5, 1810.

"R. J. STRACHAN, Rear-admiral."

## PLATE CCCVI.

**C**ASTEL-A-MARE is a sea-port town of Italy, in the kingdom of Naples, and province of Principato Citra. The fortress of Castel-a-Mare, which possesses great strength, was one of those fortresses in the Bay of Naples, in which the Neapolitan rebels took refuge, in the summer,

of 1799. In the middle of June, after the whole of Naples, excepting For St. Elmo, and the Castles Uovo and Nuovo, had submitted to his Sicilian Majesty's arms, Captain Foote, of the Sea-horse, summoned the garrison of Castel-a-Mare to surrender, as prisoners of war. The naval and military commanders agreed to capitulate, on the conditions of being permitted to leave the fortress with military honours; and of being, without exception, released on their word of honour, and allowed to depart to their respective homes and families. Captain Foote not replying to this counter proposal, the republican chiefs came on board of the Sea-horse, and obtained an armistice of two hours and a-half, to make the proffered terms known to their forces; and it was ultimately agreed, on the evening of June 15, that the whole of the garrison, with the crews of the rebel flotilla, should march out of the fort with military honours, grounding their arms on passing the last barrier, and proceeding whither they might think proper. It was also agreed, that such of the rebels as might chuse to avail themselves of the protection of the British flag, should be received on board of the Sea-horse.

A knowledge of the immense strength of Castel-a-Mare, and a wish to prevent the effusion of blood, were Captain Foote's inducements to grant these favourable terms. The Neapolitan minister (the Chevalier Acton) in a conversation which Captain Foote afterwards had with him on the subject "seemed much exasperated with some of the officers who had composed the garrison of Castel-a-Mare, remarking, that they had acted with the blackest ingratitude, as they owed even their education to his Sicilian Majesty's bounty."\*

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## DESCRIPTION OF THE AZORE ISLANDS.

### LETTER I.

MR. EDITOR,

**A**S it is the fashion during the summer months, to go to some watering-place by the sea-side; my wandering disposition lately induced me to cross the Atlantic, and take a peep at the AZORE ISLANDS, and NEW-FOUNDLAND: neither of which, but particularly the former, are sufficiently known or duly appreciated in this country. The remarks and observations which I made during this water excursion, are much at your service; but you must allow me to send them as they occur to my recollection, and something after the manner of old *Coryat's Crudities*.

Our wary and keen eyed enemy will one day, I fear when too late, make this country sensible of the great importance, which the AZORE ISLANDS are of to our West India trade, and to our navy. One single French man of war, with only a very few troops, would soon wrest them from the feeble

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\* Vide "CAPTAIN FOOTE'S VINDICATION," Part I. page 27.

arm of the Portuguese; and to increase the danger, the governor-general who resides at Perceira, is at least a questionable character. But I shall, in my present letter, merely confine myself to the account of these valuable islands which I received through the means of our consul, Mr. Parkin, at *Fayal*, from one of the merchants resident on that island, of the name of Greeves.

THE AZORES, or WESTERN ISLANDS, are nine in number. Their climate is perhaps the best, in the world, the greatest heat being 80, and the extreme of cold 50, in the open air; but the thermometer fluctuates between those two points, and is very seldom at either: the average difference from December to August is not more than 15 degrees. Almost every thing can be produced in the open air: lately fine coffee and tobacco of the best sort grows spontaneously. Many of the tropical fruits thrive extremely well, particularly the Banana. There are about two hundred and twenty thousand inhabitants, totally different from the Portuguese on the Continent, in their manners, complexion, and features; being fair and very mild in their manners, and much more industrious.

These beautiful islands would be of an immense value to a maritime power; a thousand stout lads could be obtained yearly, who would make excellent sailors, their natural habits inclining them to a sea-faring life. The situation of the Azores, from 37 to 40 N. and from 25 to 31 W. of Greenwich, is the first in the world; and well adapted to become the centre of commerce. Their produce is already great, and if emulation and encouragement took place, it might be doubled, so as to supply a large navy with all the biscuit that might be wanted, as well as great store of beef and pork. In the island of *Fayal* an excellent Port wine could be made: the island of *Pico*, in the vicinity of *Fayal*, produces yearly from 16 to 24,000 pipes of a white wine of a remarkable salubrious quality, something between Madeira and Hock: a little of it has been sent to England, where it was so much admired, that orders were immediately given for some pipes of it. This wine has of late years been much improved, it becomes quite mellow in about three years, or in from six to eight months, if sent on a sea voyage. The *Passado*, or *Fayal Malmsey*, is peculiar to the island; the method of making it is as follows: When the grapes are ripe, the choicest bunches are culled, and exposed for 15 days on large Lava-stones, and the grapes are turned every day, so that all the watery particles are exhaled: when afterwards compressed, their juice becomes quite thick and luscious, and brandy is put in to preserve it, so that it becomes quite a cordial. Of late years the principal exportation of wine has been to the West Indies, for the use of the British navy and army. By experience the *Fayal* wine is found to be a sovereign antiscorbutic, and from its great antiseptic qualities an excellent preservative from fevers, particularly that horrid and pestilential one, called the yellow fever. This fact was proved, by 70 pipes that were sent in the *Bellona* of 74 guns to *St. Domingo*; it was divided amongst several vessels, whose crews, in a most astonishing manner, recovered. As the principal part of the island of *Pico* belongs to the inhabitants of *Fayal*, all the wine is shipped off from the latter, where

is the only good Port in all the Azores, and thus it is called Fayal wine.

From the islands of St. Michael and Perceira, from 80 to 100 vessels sail annually laden with grain: at St. Michael's are yearly exported from 60 to 80,000 boxes of oranges and lemons, and at Perceira from 10 to 15,000. The importation of British manufactures, being the principal, amounts yearly to about 30,000*l*. From the United States are received boards, staves, rice, fish, pitch, tar, iron in pots and bars, with a variety of Indian goods, which are paid for in wine. Sometimes a vessel goes to Russia with wine, and returns with flax and iron.

The island of St. Michael, which is one of the southernmost, contains a celebrated volcano, and possesses nearly all sorts of mineral waters. It has also baths, which have performed extraordinary cures in cutaneous, gouty, and rheumatic complaints. In the island of St. George, a volcano burst forth during the year 1808. In a word, the inhabitants are mild and civil in their deportment, and did they but enjoy the blessings of a British government, these islands would again deserve the appellation of *Fortunate*, which it is thought they received from the *Antients*. No venomous reptile exists amongst them.

For the present I remain,

Mr. Editor,

Your humble servant,

TIM. WEATHERSIDE,

## PLATE CCCVII.

**I**N addition to the particulars formerly given, respecting Antwerp, some good information, comprised in the minutes of Evidence, taken before the Committee for inquiring into the causes of the failure of the Expedition to the Scheldt, will appear in a subsequent part of the present Volume. At present, therefore, it is only necessary to observe, that the annexed plan of Antwerp, with that of the Citadel, at page 135, will materially elucidate the various papers, &c. relating to the proceedings in the Scheldt, which have been laid before Parliament; and of which, a more copious and faithful abstract will be found in the *NAVAL CHRONICLE* than in any other publication.

## NAVAL HISTORY OF THE PRESENT YEAR, 1810.

(February—March.)

### RETROSPECTIVE AND MISCELLANEOUS.

**W**E are sorry to witness that increase of acrimony and party, which nearly pervades at the present important moment all our public prints. Instead of intelligence, or sound political remark on the extraordinary events that are passing upon the Continent, the size of our daily



# ANTWERP.





papers is increased, in order to afford room for that diurnal portion of abuse and discontent which honest John Bull swallows with his breakfast, and afterwards deals out to his acquaintance. Not that we wish to defend the present ministers, or their measures; but the angry diatribes of an anonymous writer in a newspaper will not remove them, though they may tend to alienate the mass of the people from their governors, and secretly encourage a seditious spirit. The cause of our inveterate enemy cannot be more ably supported. It has even sometimes brought a smile on the cold and cadaverous countenance of Buonaparte.

In the midst of this political warfare, Captain Wilby, aid-de-camp to Lieutenant-general Sir George Beckwith, commanding his Majesty's forces in the Windward and Leeward Islands, arrived on the 15th of March, with an account of the capture of the valuable Island of Guadaloupe. The expedition, with the squadron under the command of Vice-admiral the Hon. Sir Alexander Cochrane, sailed from Martinique on the 22d of January, and the result was in every respect most honourable to the enterprise and valour of our brave countrymen. We only trust, that we shall be able to retain the valuable acquisitions we have again wrested from the French, who have now received a death blow to their West India commerce. It will also enable us to keep the Americans in check, inasmuch as all their favourite and lucrative trade with the West Indies, must now pass through our hands.

When the Hazard left Guadaloupe, the French frigate Nereide, of the largest class, which escaped from St. Maloes some time ago, hove in sight off Basseterre, where two of our frigates and two sloops were lying at anchor; discovering the island to be in our possession, she stood back, which our squadron perceiving, immediately slipped their cables, and all four were in close pursuit when the Hazard came away, and there is little doubt of her being captured.

On Monday, the 26th of March, Lord Porchester, agreeably to notice, brought forward a string of resolutions in censure of the Scheldt expedition; exonerating both the navy and army from blame. Lord Castlereagh spoke in defence of the policy and conduct of the expedition, and was followed by Mr. Ponsonby on the other side. On the 27th the debate was resumed, and General Crauford moved an amendment to Lord Porchester's resolutions, in favour of ministers. Another adjournment took place, and the debate was again resumed on the 29th; the House having been occupied the whole of the preceding evening respecting a libellous breach of privilege committed by Sir F. Burdett, in a publication concerning the committal of J. G. Jones to Newgate, for contempt of Parliament.—Lord Chatham had some time previously resigned, in consequence of a vote of censure passed on him by the House of Commons.

Rumours of pacific overtures from France to England have been afloat; but we believe that the intercourse which has taken place between the two countries related only to an intended exchange of prisoners.

An expectation of hostilities between Russia and France has been some time entertained; but an extraordinary depreciation of the Russian Bank

paper, which has recently taken place, an immense increase of the national debt, and a consequent levy of new taxes on the people, are circumstances which tend to discountenance such an opinion.

The French, it is said, are about to take possession of the ports of the Baltic. For the purpose, as we presume, of counteracting this measure, an expedition is now fitting out at Yarmouth.

The Electorate of Hanover was formally annexed to the Kingdom of Westphalia, on the 1st of March.

It is yet uncertain, whether peace be likely to take place between Russia and the Porte.—Equally uncertain are Buonaparte's intentions with respect to Holland. King Louis has not returned to that country.

Cadiz is closely invested by the French, who are understood to have obtained a footing on the Isle of Leon. The city, however, is considered to be impregnable.\*

It is conjectured, that, should the French succeed in making themselves masters of Cadiz, their next attempt will be upon Gibraltar. In contemplation of this, every precaution has been used to insure the safety of that fortress.—A very formidable expedition has for some time been fitting out, the naval command of which is to be intrusted to Sir Sidney Smith and Commodore Owen. In the opinion of some, it is destined to assist in the protection of Gibraltar; but, according to others, it has in view some important object in South America. If it be not necessary for the defence of Gibraltar, we should be better pleased if it were going to the Mauritius; the capture of which would deprive Buonaparte of the *last* of his "colonies and commerce."

The relations between Great Britain and America have assumed a favourable aspect. Lieutenant Elliott, in the John Adams frigate, sailed from Cowes about the 26th of March, with the *projet* of a plan for the adjustment of all differences between the two countries, drawn up by the Marquis Wellesley and Mr. Pinckney. The disposition of the inhabitants of the United States also appears to be more amicable than formerly; and a circumstance which will probably operate forcibly in our favour is, that Buonaparte has sequestered and ordered for sale all the American property in France. General Armstrong, after ineffectually remonstrating against this measure, is said to have demanded his passports.

A letter from Trieste states, that the Russian fleet, which has been ceded by Russia to France, consists of four sail of the line, besides frigates and corvettes. These vessels are partly at Trieste, and partly at Venice. The Russian crews have already set out on their return home, and the French have taken possession of the vessels.

The Terror bomb, Lieutenant Whitaker, which has been stationed as a floating battery in Sea Reach during the whole of the war, has lately been paid off at Sheerness and laid up in ordinary.

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\* A Map of Cadiz and the Isle of Leon will be found in the XXIst Volume of *The NAVAL CHRONICLE*, page 476.



## Imperial Parliament.

HOUSE OF LORDS, FRIDAY, FEBRUARY 16.

**M**ARQUIS WELLESLEY brought down a message from his Majesty, informing their lordships that his Majesty had entered into an arrangement respecting Portugal, by which he had agreed to advance pecuniary succours for the support of an army of Portuguese troops, not exceeding 30,000 men.

THURSDAY, FEBRUARY 22.

An Address was carried, on his Majesty's Message respecting Portugal, by 124 against 94.

FRIDAY, FEBRUARY 23.

Viscount *Melville* moved for a return of all King's ships employed in the transport service at distinct periods from 1381, specifying the number of officers and men, the number of troops on board, the number of guns each ship was calculated to carry, and the number actually employed; also stating how many, if any, were captured by the enemy, or otherwise lost in the service on which they were employed. The Noble Viscount also moved a similar return of the transports—Ordered.

FRIDAY, MARCH 2.

The Marquis of *Lansdowne* moved an humble address to his Majesty, praying his Majesty would be graciously pleased to inform that House who it was that advised his Majesty to say in his answer to the Address of the City of London, that there were no grounds for Inquiry into the conduct of the Commander of the Expedition to the Scheldt.

The *Earl of Liverpool* said, that if the Noble Marquis's object was merely to ascertain the fact of who were his Majesty's advisers on that occasion, he had no objection to inform him, that it was given by all his Majesty's present servants, except the Noble Earl who commanded the expedition. All except Lord Chatham were present at the deliberation, and concurred in the advice, and they were answerable for it, if it was improper.—(*Hear! hear! from the Opposition.*) He thought still that the expedition was, as originally intended, a grand effort, perhaps, one of the grandest that any government ever made—(*a laugh from the Opposition*); but from its failure, he could not collect that it was owing to any fault in the original plan, since, by that only a division was to be employed to mask Flushing, while the main body proceeded to act against Antwerp. That this was not carried into effect, was neither the fault of the executive government, nor of those employed by it; but arose from the operations of the wind and weather, most unusual and unlooked for at that season of the year. He would ask, therefore, if, without any charge being brought against any of the commanders, or by one individual in the expedition against another, ministers would have been justified in instituting an inquiry? Nor could any military inquiry have been set on foot to embrace the operations of the navy, the laws of the two services being so different.

The *Earl of Rosslyn* concurred with the Noble Earl, that no military inquiry could have been instituted, to embrace the naval part of the

expedition; but any facts of accusation that could be brought against it; ministers might have referred to a competent tribunal. The Noble Lord (Liverpool) seemed to have calculated on no obstructions from the weather, and that their days should all be fair. But even the First Lord of the Admiralty had been told by the naval commander, that he believed they would not get beyond Flushing.

Lord *Mulgrave* defended administration, and entered into a vindication of Lord Chatham. The Noble Lord; however, disclaimed all knowledge of the existence of the memorial of Lord Chatham at the time the answer was given to the City Address; whether that answer was right or wrong, had he been acquainted with the contents of that paper, he should not have advised giving such a one.

A desultory debate followed, in which Lord *Westmoreland* opposed the motion; and Lords *Grey*, *Grenville*, *Holland*, and *Darnley* supported it; and a division taking place, the numbers were—Contents 90—Non-contents 136.—Majority against the motion 46.

#### FRIDAY, MARCH 9.

Lord *Mulgrave*, in answer to a question from Lord *Holland*, respecting a statement he had seen in a French official paper, in which it was said a proposition had been made to our government for an exchange of prisoners, and had on our part been declined, assured the Noble Lord that he had never seen the statement alluded to. A proposition had been made to our government for a convention to be held at Morlaix; it had, however, gone off on its own terms, they being such as it was impossible our government could accede to.

#### MONDAY, MARCH 12.

Lord *Holland* moved an humble Address to his Majesty, for the production of such instructions as had been given to our ministers abroad, to induce the powers in alliance with us to abolish the African Slave Trade.—Ordered.

The Earl of *Lauderdale* mentioned a report, that a fresh sum of money was about to be given to the East India Company, but he hoped every one knew enough of India affairs to see the gross impropriety of such a measure. He then moved, that a Committee be appointed to inquire into the state of the Company's affairs, and report accordingly.—Ordered.

#### MONDAY, MARCH 19.

Lord *Melville* observed, that on a former evening he had moved their lordships for certain papers relative to the transport service: and it was now his intention to submit a motion for the production of other documents which appertained to the same subject. The object he had in view was to shew, at a future period, the wisdom of supplying transports wholly from the royal dock-yards, without having recourse either to hire or to build. Having stated the utility of employing those ships, which are laid up in ordinary, for that service, he moved, "That an humble address be presented to his Majesty, that he would be graciously pleased to direct that there be laid before the House an account of the number of ships in the different

dock-yards of Deptford, Chatham, Portsmouth, and Plymouth, stating the various rates for which they are severally calculated, and the number of vessels laid up in ordinary in the said several ports and harbours."—Ordered.

His lordship next moved for an account of the various artificers employed in the dock-yards, distinguishing the shipwrights from the others.—Ordered.

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#### HOUSE OF COMMONS, THURSDAY, FEB. 15.

Admiral *Markham* gave notice, that he should, on the 23d of March, move for leave to bring in a bill for the relief of certain officers of the army, navy, militia, and marines, so far as respects the Income Tax to which they are liable on account of their pay; and also to relieve from the same tax all funded property, not exceeding ten pounds per annum.

Mr. *Perceval* brought down a message from the king, respecting the maintenance of Portuguese troops, similar to that which had been delivered in the House of Lords.


Mr. *Wardle* rose to move for certain papers, for the purpose of disclosing abuses in the civil department of the navy, and in the barrack department. A short time ago he was applied to by a person of the name of Butt, who had originally purchased his situation in the navy office, and on his retirement he had urged that some equivalent should be given him for the purchase which he had made. Mr. Butt had stated to him, that Lord Barham, when at the head of the navy office, had been in the constant habit of selling the inferior offices in that department. Another object which he had in view was, to better the situation of the clerks in the navy office. He knew an instance of a junior clerk, of ten years standing, having a salary of 300*l.* a year, while a senior clerk in the same office, of twenty-seven years standing, had only a salary of 200*l.* a year. With regard to abuses in the superannuated list, if the necessary papers were granted, he would shew that, in 1804, an office clerk was superannuated against his will, and a boy of fourteen put in his place. This was in the sick and hurt office, where he could prove that an efficient clerk had his salary raised to 130*l.* he was then removed on the superannuated list, to make room for a junior clerk, who was substituted in his room. This was the case of a Mr. Isaac Judl, who was a clerk in the sick and hurt office in 1804. With regard to the pension list, he was acquainted with another instance, where a public officer was pensioned off at his salary of 500*l.* a year; the salary was then raised to 1,000*l.* a year, and a junior clerk, who had before only 300*l.* a year, was put into the office so raised to 1,000*l.* a year. Another abuse which he should state was, the creation of new salaries in the sick and hurt

office. There was what was called a committee in the office, of which one of the clerks was appointed chairman, with a salary of 200*l.* a year, in addition to 1,000*l.* which he had before; and another was appointed secretary, with 150*l.* of additional salary. But the fact was, notwithstanding this increased salary, they spent no additional time at the office, and were only the same number of hours there. Having mentioned these circumstances, he concluded with moving, "That there be laid before the house copies of all letters which passed between the Lords Commissioners of the Admiralty and Mr. Butt late clerk in the navy office, relative to his claims for compensation, and his subsequent resignation, between the 1st of May, 1809, and the 16th of June, 1810; and also, copies of all letters which passed between the Lords Commissioners of the Admiralty and that person within the same period."

Mr. *Ward* said, with regard to the case of Mr. Butt, he believed it was this: That person had purchased a place in the navy office, as he understood, about the year 1786, at which time the sale and purchase of situations was a received and acknowledged usage in that office. He was convinced that the practice was a bad and odious one; but as it was then an acknowledged usage, its permission was no more a disgrace to the noble Lord Barham, than it was now for a chief justice to sell a legal office which might happen to be at his disposal. In 1786, the committee appointed by Mr. Pitt to examine into the fees of Office sat upon this very matter, and Lord Barham, then Sir Charles Middleton, stated to them, that the fees of his office consisted partly in salary, and partly in money arising from the sales of inferior offices in the navy board; the committee very properly said, that this was an improper practice, but they did not say that this was an abuse on the part of Lord Barham. In 1796, this privilege of sale was entirely done away, agreeably to the recommendation of the committee, and the salary was raised to 1,500*l.* a year, by way of equivalent. These were all the facts of the case, and there was no occasion for a single paper on the subject. With regard to the circumstances mentioned in the sick and hurt office, there was no such board now in existence, and therefore there could be no abuses to remedy. The promotion of junior clerks over their seniors was a matter of discretion, depending upon circumstances.

The motion was then made for the production of the last mentioned correspondence, and lost without a division.

Mr. *Wardle* then moved for an account of the names, period of service, age, original and present salaries of all the clerks who are now employed in the navy office, navy pay-office, sick and wounded offices, transport office, and prisoners of war office; which, also, was put and rejected.





Letters on Service,  
Copied verbatim from the *LONDON GAZETTE*.

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ADMIRALTY-OFFICE, FEBRUARY 13, 1810.

**D**ESPATCHES, of which the following are copies, have been received at this office by John Wilson Croker, Esq. from Vice-admiral Bertie, Commander-in-chief of his Majesty's ships and vessels at the Cape of Good Hope, addressed to the honourable William Wellesley Pole.

SIR,

*La Bourbonnoise, Table-Bay, November 16, 1809.*

I have the honour to congratulate their lordships on the beneficial effects that have already manifested themselves to the interest of his Majesty's service, and particularly those of the honourable East-India company, by the measures their lordships have been pleased to adopt for the blockade of the Isles of France and Bourbon, and by the prompt reinforcement they have been pleased to place under my orders, for the furtherance of this object; the communications from Captain Rowley and Lieutenant colonel Keating, copies of which are forwarded herewith, fully explain the nature of the services performed; the able manner in which they have been conducted, and the unanimity, zeal, and discipline, which have distinguished the whole proceeding, merit the highest approbation, and to which I feel that no comment or encomium of mine can render sufficient justice.

The objects proposed by Captain Rowley and Lieutenant colonel Keating in undertaking this enterprise were very considerable, and have succeeded in every point; all the batteries, guns, mortars, at St. Rosa, St. Paul's, St. Gill's, and St. Luce in the Island of Bourbon, have been effectually and completely destroyed, and in their harbours the enemy can no longer find that protection for their own ships or their captures, which they were accustomed to seek, when the rigour of the blockade opposed their entrance into the Isle of France.

Their naval force is reduced on this station, by a frigate (*La Caroline*) of forty-four guns, and a corvette (the *Grappler*) of eighteen guns, besides merchant vessels; but what is still more gratifying is the recovery out of the hands of the enemy of the honourable company's ships *Europe* and *Streatham*, with a considerable part of their cargoes, being the only two ships belonging to the East-India company which have, within my knowledge, been brought within the limits of this station since my arrival on it.

I cannot forbear to observe to their lordships that on the present occasion the service has been particularly indebted to Captain Corbett, of his Majesty's ship *Nereide*; and on every service in which he has been employed, he has displayed a zeal, activity, and universal abilities which are the lot of few, and which when united must distinguish their possessor.

Captain Rowley, and Lieutenant-colonel Keating, alike express their high approbation of the conduct of Captain Willoughby of the *Otter*, both by sea and land; his many wounds are honourable testimonies of his former services, and on no occasion can he have distinguished himself beyond the present. It gives me much satisfaction to add that the loss, considering service performed, has been comparatively inconsiderable, a statement of which, with other documents, is herewith transmitted.

I have the honour to be, &c.

A. BERTIE.

SIR,

*Raisenable, off Port Louis, August 28, 1809.*

The harbour of St. Paul's having long been the rendezvous of those French cruizers, and such of their prizes as have escaped the vigilance of our look-out ships off the Isle of France, and La Caroline French frigate having succeeded in entering that port with two homeward bound indiamen richly laden, I considered it practicable, both from the reports of Captain Corbett, of the Nereide, who is perfectly acquainted with the coast, as well as from my own observations, and from information received from prisoners, that the place might be carried with the assistance of a detachment of the troops from Roderique, to assist by land in an attack on the batteries. Having communicated my opinion to Lieutenant-colonel Keating, commanding the troops there, he immediately acceded to the measure, and in the most handsome manner offered to embark with all the troops that could be spared from the defence of the place. I have therefore detached the Nereide, Otter, and Sapphires, to bring them down; and as soon as they arrive shall proceed with the whole of our force to the attack of the place. I have in the meantime sent the Balaena to blockade the port, and trust that these measures will meet your approbation.

I have the honour to be, &amp;c,

*To Vice-admiral Bertie, &c.*

J. ROWLEY.

SIR,

*Raisenable, St. Paul's Road, 29th September, 1809.*

Having acquainted you by my letter of the 28th August with the reason which induced me to request the assistance of Lieutenant-colonel Keating, commanding the troops at Roderique, to co-operate with his Majesty's ships in an attack on St. Paul's, I have now further to acquaint you, that being joined by the Nereide, Otter, and Wasp schooner, having on board a detachment of the 56th Regiment, and of the 2d regiment native infantry, amounting in the whole to 368 men, under the command of Lieutenant-colonel Keating, and the Sirius having joined, we proceeded at dusk on the evening of the 20th for the Isle of Bourbon; the force intended to be landed were the detachment of his Majesty's and company's troops, reinforced by the marines of the squadron, and a party of about 100 seamen from this ship and the Otter, under the command of Captain Willoughby, whose zeal induced him to volunteer the command of so small a party. As secrecy and despatch were essential to the success of the expedition, the whole of this force, amounting to 604, were embarked with five additional boats on board the Nereide, Captain Corbett, who, from his perfect acquaintance with the coast, as well as his known skill and activity, was intrusted with this important service.

On our approach towards the bay of St. Paul's, to prevent suspicion, the Nereide preceded the other ships, and being anchored close to the beach, the whole of the detachment were landed with the greatest celerity, without any alarm being given to the enemy, and proceeded towards the batteries, which were successively stormed and carried with the greatest gallantry, and several of the guns pointed on the ships in the roads; in the mean time the squadron stood into the bay, and according to the plan agreed upon, when the movements of the troops enabled them to act, opened their fire on the shipping, which was warmly returned by La Caroline frigate, the indiamen her prizes, and those batteries which, from their distance from the first point of attack, were enabled to continue their fire; but these being finally carried, our ships preparing to anchor, and the Sirius having already taken a close raking position a-head of La Caroline, they found it necessary to surrender, having made an honourable resistance, and by

nine o'clock the whole of the batteries, town, and shipping were in possession of his Majesty's troops and squadron.

The squadron having anchored in the roads close off the town of St. Paul's, immediate exertions were made to secure La Caroline and the rest of the shipping, whose cables being cut had drifted on shore, and they were hove off without material injury.

The guns and mortars at the different batteries and on the beach being spiked, their carriages burnt or destroyed, and magazines blown off under the directions of Captain Willoughby, the whole of the troops, marines, and seamen, were embarked soon after dark on board of the different ships: Thus, Sir, have we completely succeeded in the objects of the expedition, by the capture of the enemy's shipping, the destruction of all the defences of the only safe anchorage in the island, and which has always been a place of shelter for their cruisers and prizes when prevented from entering the ports of the Isle of France, besides the rescue of property to an immense amount out of the hands of the enemy.

It is impossible for me to do justice to, or sufficiently express the high sense I entertain of the gallantry and skill of Lieutenant-colonel Keating, which were equally conspicuous in planning and conducting this affair; and the bravery shown by the troops in successively carrying the batteries, was eminently distinguished.

I beg leave to refer you for details, to Lieutenant-colonel Keating's letter, and am happy to say he mentions in high terms the conduct of Captain Willoughby, the officers, seamen, and marines, employed on this occasion. I need scarcely say that I received every assistance and support from the Captains of his Majesty's ships, whom I had the good fortune to have placed under my command, that might be expected from officers of their known merit and experience; and I have only to regret that their ability and zeal had not more room for exertion, as to prevent interference with the movements of the troops on shore, the services of the ships were necessarily much limited.

The loss of the detachment in killed and wounded, considering the nature of the service the troops had to perform, and the advantages of the position on the part of the enemy, was not so great as might have been expected; I herewith enclose a list of the killed and wounded of the ships of the squadron: among the latter I have particularly to regret Lieutenant Lloyd and Lieutenant Howden of the Royal marines, both of the Reasonable with the party on shore, who have been always zealously forward on occasions for service; the damages sustained by the ships of the squadron are immaterial.

On the morning of the 22d we could have but little communication with the shore, on account of the surf on the beach, but we observed the enemy collecting on the heights, and in the afternoon they appeared in force, advancing towards the town from St. Denis, upon which it was considered advisable by Lieutenant-colonel Keating and myself, to destroy the stores containing the public property. From the state of the surf on the beach, the marines were selected for this service, with a small party of seamen, and Captain Willoughby again volunteered his services on the occasion: the Lieutenant-colonel himself accompanied the party, and a large and valuable magazine, the only one we could ascertain to be public property, was fired, and the party re-embarked without loss. On the morning of the 23d, the troops, marines, and seamen, all in boats, were in readiness to land under cover of the Nereide, when we were informed that the enemy, under the command of General de Bruleys, had retreated to St. Denis in the night. The Commandant St. Michiel being disposed to negotiate, the Lieutenant-colonel and myself agreed to sign the terms, of which the enclosed is a copy, since which time the troops and seamen have been actively employed in shipping

the property found in the public stores, consisting of provisions and some ordnance stores, and a part of the cargoes of the captured indiamen, which had not been fired at the same time as the others, on the supposition of its being private property; the cargoes of the indiamen alone being valued by them at three millions of dollars.

As the Captains of the captured indiamen were found in the place, I have replaced them in their former situations, with such of their people as we can collect, and are fitting their ships for sea. A strong party has also been employed completing the destruction of the batteries, by bursting the guns and mortars, or heaving them off into deep water, carrying off the shot and shells, &c. I have given the charge of the *Caroline* to Lieutenant Bluett, first of this ship, to whose steadiness and good conduct I feel much indebted, both on this and many other occasions. The *Sapphire* sailed on the 24th, and the *Boadicea* on the 25th, to resume the blockade of the Isle of France. I had to regret the loss of the services of the former, which from baffling winds did not join us till the 23d.

I forward these despatches by the *Nereide*, and beg to refer you for further particulars to Captain Corbet, who can give you every information relative to these islands, and to whom I feel highly indebted for the assistance I have received from him on every occasion.

The *Wasp* schooner will be despatched this evening for Bombay. I beg to add that the commander, Lieutenant Watkins, has shewn much zeal and attention in the performance of every duty he has been employed upon.

I have, &c.

To Vice-admiral Bertie, &c.

J. ROWLEY.

*A Return of officers, seamen, and marines killed, wounded, and missing, belonging to His Majesty's ships under the command of Josias Rowley, Esq. Captain of His Majesty's Ship Reasonable, in action with the enemy at St. Paul's and its Vicinity, Island of Buonaparte, 21st September 1809,*

*Killed.*

*Reasonable*—1 Able seaman, 1 private marine.

*Boadicea*—1 private marine.

*Sirius*—2 private marines.

*Nereide*—1 able seaman.

*Otter*—1 private marine.

Total—7.

*Wounded.*

*Reasonable*—1 lieutenant (4th), 1 able seaman, 1 lieutenant of marines (2d), 3 Private marines.

*Boadicea*—1 lieutenant of marines (1st), 1 corporal, 2 private marines.

*Nereide*—1 corporal, 4 private marines.

*Otter*—1 able seaman.

*Sirius*—2 private marines.

Total—18.

*Missing.*

*Sirius*—1 ordinary seaman.

*Names of Officers wounded.*

*Reasonable*—Lieutenant Lloyd (4th); Mathew Howden, Lieutenant of marines.

*Boadicea*— —————Pye, Lieutenant of marines.

J. ROWLEY.



SIR,

*St. Paul's, Isle of Bourbon, 29th September, 1809.*

My letter of the 16th instant, with its enclosures from Commodore Rowley, will have prepared the honourable the Governor in council for a detailed account of our operations since that period; and which in justice to the steadiness, bravery, and good conduct of his Majesty's, and the honourable company's troops, I feel it my duty to enter into minutely; trusting that the names of those excellent officers, whom it has been my particular good fortune to have had the honour to command, may be noticed, in proportion to the great national service which they have performed, and the honour acquired by his Majesty's and the honourable company's troops, in an attack upon the town, batteries, posts, and shipping of St. Paul's.

His Majesty's ships *La Nereide* and *Otter*, and honourable company's cruiser *Wasp*, with three hundred and sixty eight officers and men, who were embarked on the 16th instant at Fort Duncan, island of Roderiques, arrived off Port Louis, Isle of France, on the evening of the 18th, and joined his majesty's ship *Raisable*, Commodore Rowley, and *Sirius*: early the next morning, the 19th, the seamen and troops destined for the attack, amounting to six hundred and four, were, according to an arrangement made by Captain Corbett, and approved by the Commodore, put on board the *Nereide*, and towards evening, the squadron stood for the Isle of Bourbon; on the morning of the 20th being off the east end of the island.

At five A.M. on the 23d instant, the troops were disembarked to the southward of point de Galotte, seven miles from St. Paul's, and immediately commenced a forced march, with a view of crossing the causeways that extend over the Lake, before the enemy could discover our debarkation or approach to the town, which we were fortunate enough to effect; nor had they time to form in any force until we had passed the strongest position. By seven o'clock we were in possession of the first and second batteries, *Lambousiere* and *La Centiere*; when Captain Willoughby of the royal navy, who commanded a detachment of about a hundred seamen on shore, and to whose zeal, activity and exertions I feel much indebted, immediately turned the guns upon the enemy's shipping, from whose fire, which was chiefly grape and well directed, within pistol shot of the shore, we suffered much being necessarily exposed to it during our movements upon the beach, and through the town. From the battery *La Centiere*, Captain Imlack was detached with the second column, composed of a hundred and forty-two of the second battalion of the 2d regiment of Bombay native infantry and twelve Europeans, to take possession of the 3d, or battery of *La Neuf*, deserted by the enemy. On his way thither, he fell in with and was opposed by the entire force of the French, who had concentrated, and taken up a very strong position behind a stone-wall, with eight brass field-pieces, six-pounders, upon their flanks. This post was instantly charged in the most gallant manner by that officer and his men.

The enemy, however, maintained their position, and Captain Hannon, of the 56th regiment, was ordered to proceed with the third column to his support, who charged, and took two of the enemy's guns. The action now became warm, but never doubtful. The enemy being reinforced from the hills, and having also received one hundred and ten troops of the line from the French Frigate *La Caroline*, and the squadron not being able to stand in to support us, our movements being endangered by their fire, except at intervals, when they always took advantage of, Captain Willoughby was directed to spike the guns of *Lambousiere* and *La Centiere*, and with the seamen to man the third battery *La Neuf*, continuing to fire upon their shipping. By this arrangement Captain Forbes, who with the reserve had covered those batteries, was enabled to advance

against the enemy, who, after an honourable resistance, were compelled to give way; their remaining guns being carried by that excellent officer, a sufficient number of men were ordered to act as light troops, and to pursue the enemy, whilst the 3d column, with part of the reserve, advanced against the 4th and 5th batteries, la Piere and la Caserne, which fell into our hands without opposition and whose entire fire was immediately directed against the enemy's shipping. By half-past eight o'clock, the town, batteries, magazines, eight brass field-pieces, one hundred and seventeen new and heavy iron guns, of different calibres, and all the public stores, were in our possession, with several prisoners. The instant the squadron perceived that the object in landing had succeeded, and that they could, with safety to the troops, stand in effectually, they immediately anchored close to the enemy's shipping, which after a short firing surrendered. The entire of the batteries being destroyed, and the town completely commanded by our squadron, the troops were re-embarked by eight o'clock the same evening.

Herewith I have the honour to annex a return of the shipping, guns, and stores taken and destroyed upon this occasion. I have also the honour to enclose a return of the killed, wounded, and missing, and though our loss has been severe, it is not equal to what might have been expected from the nature of the attack, the position and strength of the enemy, and the number of guns, to which our little force was exposed at different times during the morning.

To the judicious arrangements of Commodore Rowley, the cordial co-operation and support of the rest of the officers of his Majesty's navy, and personal exertions and assistance of Captain Corbett in landing the entire force from his Majesty's ship *la Nereide*, I impute the happy termination and ultimate success of this enterprise.

On the 22d, late in the evening, the enemy appeared in some force upon the hills, and a heavy column was observed advancing from St. Denis, which I since understand to have been under the immediate command of General Des Brusleys; the Commodore and myself now agreed upon the propriety of landing a sufficient force to destroy all public property; and accordingly the marines, with a few sailors under Captain Willoughby, were ordered upon this service, when I had an opportunity of again witnessing the steadiness and good conduct of the seamen and royal marines, who effectually burnt an extensive government store of considerable value; the remaining stores were only saved from some doubt existing respecting their being public property.

On the morning of the 23d, the entire force was put in boats to re-land and attack the enemy, whose retreat however to St. Denis during the night prevented the necessity of any further debarkation. The Commandant, St. Michiel, being disposed to enter into negotiations, with the concurrence of Commodore Rowley the preliminary articles were drawn up, a copy of which is enclosed, and the Commandant accompanying me on board his Majesty's ship *Raisonable*, they were signed, subject to the confirmation or rejection of the Commander-in-chief General de Brusleys. On the 24th all the remaining public stores were delivered over by the head of the Police, and fatigue parties from the squadron and troops were ordered to embark them on board the honourable company's recaptured ship *Streatham*, which together with the *Europe* were placed under the orders of their former commanders. From the 25th to the 28th, the whole of the guns, &c. were finally destroyed, our guards continuing to mount regularly in the town for the protection of the inhabitants and their property. The frigate *la Caroline*, with the other shipping, are making all possible preparation for sea, and it is hoped that all the necessary arrangements will be made for the troops returning to Roderiques by the 3d of next month.

I cannot conclude this despatch without mentioning the obligations I am under to Lieutenant Reman, of the Bombay engineers, through whose exertions I was enabled to give a plan of attack to the officers in command of columns, and who, upon the entire of this service, has been zealous and indefatigable. I beg also to notice the exertions of Ensign Pearce, of the 56th regiment, who, being attached to my personal staff, has rendered me the most essential services.

I have the honour to be, &c.

HENRY S. KEATING, Lieut.-col. 56th Reg.

*To Fras. Warden, Esq. Chief Secretary to  
Government, Bombay.*

ARTICLES of AGREEMENT entered into between Commodore Jostas Rowley, commanding His Britannic Majesty's Ships in the Roads of St. Paul's, and Lieutenant-colonel Keating, commanding His Majesty's and the Honourable Company's Troops, on the one Part, and Captain St. Michel, Commandant Militaire of St. Paul's, on the other.

It is agreed that, in consequence of the town of St. Paul's being in possession of the English, and the situation of the inhabitants, a mutual suspension of arms shall immediately take place, under the following conditions:—

Article I. That the field-pieces taken by the English troops, and subsequently stolen by the negroes, shall be restored to the English.

Answer. Two field-pieces only were taken by the negroes, and brought to my camp. I will refer this article to the General commanding the island.

Art. II. That public property of every description, such as guns, stores, merchandise, and money, in the town of St. Paul's, shall remain in possession of the English.

Answer. Accepted.

Art. III. That the limits of the town are considered to be the Canal running near the Promenade, and from thence to the Cavern.

Answer. Accepted.

Art. IV. That such public property as is not in possession of the English, shall be pointed out to them by the commandant upon his word of honour.

Answer. If any such comes to my knowledge, within the limits marked, I will point it out.

Art. V. That no troops of the island shall march into the town of St. Paul's, or in any manner molest the English, without twenty-one days previous notice, given in writing to the officer commanding his Majesty's and the Honourable Company's troops; and the English on their part agree, not to erect any batteries, or make any other military arrangements on shore, without the same notice to the commandant of the town.

Answer. Accepted, for those troops under my command; the rest I will refer to the General.

Art. VI. That there shall be no impediment to the inhabitants selling to the English supplies of fresh meat and vegetables, the English paying the usual price for the same; and that the sick are to be accommodated on shore if required.

Answer. Accepted.

Art. VII. That nothing here abovementioned shall be considered as preventing the English from attacking any other part of the island either by sea or land.

Answer. Accepted, under the condition that no disembarkation or movement of troops shall take place at St. Paul's within the limits abovementioned.

Art. VIII. That all English prisoners at St. Paul's shall be given up.

Answer. I will refer this to the General.

Art. IX. That no impediment shall be made to the negroes who have been accustomed to work on the beach, assisting the English, upon receiving their regular pay.

Answer. Accepted.

Art. X. That three days shall be given for the ratification of General Desbruleys to these articles; and in the event of these not being ratified on his part, either party shall be at liberty to commence hostilities, upon giving twenty-four hours previous notice.

Answer. Accepted.

*The following Articles added on the Part of Captain St. Michiel.*

Art. I. The French troops under my command are to be considered as at liberty to quit their present cantonment, and to march to the assistance of any other part of the island that may be threatened with an attack, without giving notice to the British commandant. The commandant of the militia will remain at St. Paul's, to see the foregoing articles carried into effect.

Answer. Accepted.

Art. II. The civil authorities of St. Paul's shall resume their functions, the inhabitants shall be governed by French laws, and remain in the undisturbed exercise of their religion.

Answer. Accepted.

Done at St. Paul's, in the Island of Buonaparte, this  
23d of September, 1809.

(Signed)

JOS. ROWLEY, commanding his Britannic Majesty's squadron.

HENRY KEATING, Lieut. Col. commanding a detachment of his Britannic Majesty's and the Honourable Company's troops.

ST. MICHEL, Commandant Militia.

#### TRANSLATION.

*To Commodore Rowley, commanding His Britannic Majesty's Naval Forces, and Colonel Keating, commanding His said Majesty's Land Forces.*

GENTLEMEN,

The sudden death of General Desbruleys has not allowed his successor, who was then absent from the head-quarters, to examine the articles of the suspension of hostilities agreed upon between you and me, which has caused a delay in my return. As the term has expired, I am directed, gentlemen, to propose to you a prolongation of the same for the space of five days.

I have the honour to be, &c.

St. Paul's, 26th Sept. 1809.

ST. MICHEL.



*To Captain St. Michiel, Commandant Militaire, St. Paul's.*

SIR,

We have the honour to acknowledge the receipt of your letter of the 26th instant, explaining the unavoidable delay which occurred in your return to St. Paul's, and purposing to prolong the suspension of arms entered into between us, on the 23d instant, for five days longer; a proposition which meets with our concurrence.

We have the honour to be, &c.

JOSIAS ROWLEY, Commander.

HENRY KEATING, Lieut. Col.

*St. Paul's, 27th Sept. 1809.*

*A List of Ships and Vessels captured and destroyed in the Road of St. Paul's, Isle of Bourbon. 21st September, 1809.*

La Caroline frigate, of 46 guns (28 long eighteen-pounders, 10 long eight-pounders, 8 thirty-six pounder carronades) and 360 men; commanded by Monsieur Ferretier, lieutenant de vaisseau.

Grappler brig, pierced for 16 guns, eleven on board; 6 eighteen-pounder carronades mounted, 3 long six-pounder carronades in the hold.

*Merchantmen captured and destroyed.*

Streatham, ship, of 50 guns and 819 tons; partly laden with saltpetre, the rest of the cargo landed.

Europe, of 26 guns and 820 tons; ditto.

Fanny, brig, of 2 guns and 150 tons; laden with a little rice and corn.

Trois Amis, of 60 tons; laden with slaves and rice.

Le Creole, schooner, of 50 tons; in ballast.

Three vessels, names unknown, destroyed,

One ship, name unknown, burnt on the stocks.

J. ROWLEY.

*Return of the Guns, Ammunition, &c. found at Post St. Paul's, Island of Bourbon, when taken Possession of by a Detachment of Troops under the Command of Lieutenant-colonel Keating, on the 22d September, 1809.*

In the Battery Lam'bousiere—7 iron guns, twenty-four-pounders; 3 iron guns, twelve-pounders; 500 balls of sizes.

In the Battery La Centiere—5 iron guns, twenty-four-pounders; 1 thirteen and half inch mortar, 1 eight inch mortar, 100 balls of sizes, 100 thirteen and half inch shells, 20 eight inch shells, 15 rounds of grape shot.

In the Battery La Neuf—5 iron guns, twenty-four-pounders, 320 balls of sizes, 30 eight inch shells.

In the Battery La Pierre—5 iron guns, twenty-four-pounders; 1 iron gun, six-pounder; 1 thirteen and half inch mortar, 1 five and half inch mortar, 8,000 balls of sizes, 40 thirteen and half inch shells, 35 eight inch shells, 24 five and half inch shells, 150 bar-shot, 20 rounds of grape shot.

In the Battery La Caserne—6 iron guns, eighteen-pounders; 1 eight inch mortar, 500 balls of sizes, 50 eight inch shells, 12 rounds of grape shot.

On the Beach between the Batteries La Neuf and La Pierre—15 iron guns, twenty-four-pounders; 10 iron guns, eighteen-pounders; 16 iron guns, twelve-pounders; 12 iron guns, nine-pounders; 9 iron guns, four-pounders; 4 carronades, twelve-pounders; 8 brass field-pieces, six-pounders; 150 balls of sizes, 15 thirteen and half inch shells, 110 bar-shot, 30 rounds of grape shot.

In the Grand Magazine—320 one to four inch shells, 17 boxes of ammunition, 8 barrels of ammunition, 2 barrels of fuzees, 12 barrels of gunpowder, 200 cannisters of grape shot, 50 rounds of grape shot, 320 pikes, 40 rammers, 40 sponges, 1 stand of arms.

Total—37 iron guns, twenty-four pounders; 16 iron guns, eighteen-pounders; 19 iron guns, twelve-pounders; 12 iron guns, nine-pounders; 1 iron gun, six pounder; 9 iron guns, four-pounders; 4 carronades, twelve-pounders; 9 brass field-pieces, six-pounders; 2 thirteen and half inch mortars, 2 eight inch mortars, 1 five and half inch mortar, 5, 170 balls of sizes, 155 thirteen and half inch shells, 135 eight inch shells, 24 five and half inch shells, 320 one to four inch shells, 260 bar-shot, 17 boxes of ammunition, 8 barrels of ammunition, 2 barrels of fuzees, 12 barrels of gunpowder, 200 cannisters of grape shot, 127 rounds of grape shot, 320 pikes, 40 rammers, 40 sponges, 1 stand of arms.

HENRY S. KEATING, Lieut. Col. 56th Reg.

N.B. Since the making out of this return, a battery of five eighteen-pounders has been found and destroyed.

*Return of Guns, &c. destroyed at St. Gilles, Island of Bourbon, on the 3d of October, 1809.*

4 eighteen-pounders.

9 twelve-pounders.

A guard-house, and a new building.

N.B. Six twelve-pounders were mounted complete in two batteries, and there were new carriages ready for the remaining guns, all of which were destroyed,

HENRY S. KEATING, Lieut.-col. commanding.

*Return of Killed, Wounded, and Missing of the Force under the Command of Lieutenant-colonel Keating, 22d September, 1809, Island of Bourbon.*

Royal Marines—7 rank and file, killed; 2 lieutenants, 17 rank and file, wounded.

1st Batt. 56th Reg.—1 sergeant, 5 rank and file, killed; 1 sergeant, 26 rank and file, wounded; 1 drummer, 2 rank and file, missing.

2d Batt. 2d Reg. Bombay Native Infantry.—2 rank and file, killed; 1 lieutenant, 1 subaldam, 2 havaldams, 1 drummer, 7 rank and file, wounded.

Total—15 killed, 58 wounded, 3 missing.

*Names of Officers wounded.*

Royal Marines—Lieutenant J. R. Pye; Second Lieutenant Mathew Howden.

2d Batt. 2d Native Infantry.—Lieutenant Grant; Subidam Shaik Solomon.

H. O'NEILL, Major of Brigade.

HENRY S. KEATING.

FEB. 27.

*Copy of a Letter from Captain Sayer, of his Majesty's Sloop the Raleigh, addressed to Vice-admiral Campbell, and transmitted by the latter to John Wilson Croker, Esq.*

SIR,

*His Majesty's Sloop Raleigh, Feb. 24, 1810.*

I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that this afternoon, at five o'clock, Beachy Head bearing E.N.E. five or six leagues, his Majesty's sloop under my command captured, after a short chase, le Modeste French lugger privateer, pierced for 13 guns, but had only four mounted, having a complement of 43 men, and commanded by Monsieur Prosper Paul Feray, out 16 hours from Fecamp, and had not taken any thing. Two other luggers were in company with her, which made off with all sail set, and having charge of a convoy prevented my giving chase to them.

I have the honour to be, &amp;c.

GEO. SAYER.

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### Naval Courts Martial.

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ON Monday and Tuesday, the 5th and 6th of February, a court-martial was held on the Hon. Captain Warwick Lake, of his Majesty's ship *Ulysses*, for having, when commander of his Majesty's ship *Recruit*, on the 13th of December, 1807, at six o'clock in the afternoon, caused a seaman, of the name of Robert Jeffery, to be put on shore on the desert island of Sombrero, in the West Indies. It appeared, that in the month of November, 1807, Jeffery went into the gunner's cabin, and took out a bottle with some rum in it: that on the day he was sent on shore he broached a cask of spruce beer, which had been brewed for the ship's company: and that his general character was that of a *skulker*. The *Recruit* being off the island of Sombrero, Captain Lake asked the master what island it was, and if there were not some thieves on board; to which the master answered, "yes, there were two." Captain Lake then desired him to send Jeffery up to him; the man soon came up, and Captain Lake said he would not keep such a man in the ship. He then ordered Lieutenant Mould to land the man, and immediately return to the ship. So soon as Admiral Cochrane heard of the circumstance, he reprimanded Captain Lake, and sent him to take the man off the island. Some of the officers of the *Recruit* landed, and explored the island, but they found nothing on it: it was a barren spot, covered in the middle with a kind of rough grass weed. There was no house or inhabitant on it. It appeared, however, by American newspapers, afterwards received, that the man had been taken off the island by an American ship, and landed in America.

Captain Lake, in his defence, admitted that he put the man on shore, but denied that he ever intended to put his life in jeopardy, as he thought the island was inhabited: that in landing him, he thought he would be more sensible of his want of conduct, and would reform in future.

The Court agreed that the charge had been proved, and did sentence Captain Lake to be—*Dismissed from his Majesty's service.*

Captain Bedford, President. Members of the Court—Captains Pater, Plampin, John Erskine Douglas, Rogers, Barrett, Irwin, Sir Arch. Dickson, Cumberland, Raggett, and Hall.

On Monday, March 19, a court-martial was held on board the *Utile*, at Yarmouth, on a seaman belonging to the *Desirée*, for striking one of his officers, and using mutinous language. The unfortunate man, who was tried at his own request, received sentence of death.

On Tuesday, March 20th, a court-martial was held on board the *Salvador*, in Hamoaze, for the trial of E. Sangater, gunner of the *Quebec*, for disobedience of orders; which charges being fully proved, he was dismissed his ship.

On Friday, March 23, a court-martial was held on board the *Salvador del Mundo*, on Captain Burton, for the loss of the *Wildboar* sloop, wrecked on the Runnel-stones; when the Court were of opinion that no blame was attachable to Captain Burton, his officers, or ship's company, except the master, who was sentenced to be dismissed the service, and placed at the disposal of the commander-in-chief.

Lately, Mr. Peter Grant, assistant-surgeon of the *Ganges*, was dismissed the service, by the sentence of a court-martial, for unofficer-like conduct.

### Promotions and Appointments.

WHITEHALL, MARCH 17.

The King has been graciously pleased, by warrant under his royal signet and sign manual, to give and grant unto James Lucas Yeo, Esq. a post captain in the royal navy, his Majesty's royal license and permission that he may, in compliance with the desire of his Royal Highness the Prince Regent of Portugal, accept the rank and wear the insignia of a Knight Commander of the Royal Portuguese Military Order of St. Bento d'Avis, which that Prince has been pleased to confer upon the said Captain Yeo, (dispensing with his taking the customary oaths of the said order, in consideration of his being of a different communion,) as a testimony of the sense which his Royal Highness entertains of the distinguished skill, valour, and intrepidity displayed by the said Captain Yeo (with his Majesty's ship the *Confiance* under his command) at the reduction of the island of Cayenne, in the months of December 1808 and January 1809. And also to order, that this his Majesty's concession and declaration, together with the relative documents, be registered in his college of arms.

### Admirals and Captains appointed.

Admiral Sir Charles Cotton is appointed to supersede Lord Collingwood, as commander-in-chief of his Majesty's ships and vessels in the Mediterranean.

Rear-admiral Eliab Harvey, who was tried by a court-martial, for disrespect to Admiral Lord Gambier, and dismissed the service, was on Wednesday, March the 21st, restored to his former rank of a rear-admiral of the white squadron of his Majesty's fleet.



Captain D. Campbell to the Audacious; Temple Hardy to the Resolution; — Morris to the Amsterdam; — Burton to the Primrose; W. Webb to the Mercury; Stephen Poyntz to the Edgar; Richard Byron to the Belvidera.

Captain Thicknesse, of the Sheldrake, has been promoted to the rank of post captain.

Lieutenants, &c. appointed.

Lieutenant Charles Thurloe Smith, nephew of the gallant Sir W. Sidney Smith, is promoted to the rank of master and commander.

Francis D. Romney to the Dictator; S. Arabin to the Theseus; Rheuben Paine to ditto; H. D. Parker to the Scipion; George E. Marshall to the Vesuvius; Neilson Williamson to the Bonne Citoyenne; John Smith (5) to the Courageux; John Couch to the Saturn; John Rootes to the Monmouth; William Hall to the Temeraire; Andrew Mott to the Rover; Charles Turner (2) to the Mars; David Thomas to the Apelles; Henry Lewis to the Resolution; Thomas Smith (3) to the Eagle; George Brooks to the Resolution; Edward H. Scott to the Saturn; Robert W. Riches to the Solebay; S. H. W. House to the Formidable; Allen George Field to l'Aimable; Thomas Eborall to the Ganymede; William Ring to the Calypso; Joseph Bazalgette to the Leonidas; John Caldwell to the Hound; William Figg to the Skylark; Richard Racole to the Rolla; Henry Pigott to the Avenger; W. B. Watts to the Canada; G. S. Philpot to the Defence; John Medicott to the Impetueux; William Richardson (2) to ditto.

Surgeons, &c. appointed.

John Meredith to the Poictiers; Charles Chambers to the Princess Carolina; R. Burnside to the Rodney; Thomas Johnstone to the Resolution; William Clayton to the Lyra sloop; R. W. West to the Hero; S. J. Dodd promoted and appointed to the Cheerful cutter; Allan Courfoot to the Formidable; William Cree to the Vanguard; Richard Jeffreys to the Lion; John Warkman promoted and appointed to the Primrose; Simon Davidson to the Espiegle; John M'Hugh to the Rolla; John R. Roberts to the Chanticleer; Cuthbert Eden to the Canada; Robert Prideaux to the Pyramus; Thomas Dias to the Bourbonnaise; Hugh M'Peake to the Woodlark; Joseph M'Carogher to the Favourite; Thomas Reynolds to the Tribune.

Assistant-surgeons appointed, &c.

William Sutton to the Orion; G. S. Rutherford to the Lion; Walter Oudney to be an hospital mate at Haslar; Robert Coleman, ditto, at ditto; John Smith to the Hero; W. B. Knight, hospital-mate at Deal hospital; Samuel Cumings to l'Aimable; John Paterson to the Renown; P. Blakie to the Saturn; M. Burnside to the Rodney; William Short to l'Aigle; William Simpkins to the Dreadnought; Alexander Gemmell to the Woolwich S.S.; Robert Bell to the Manly G.B.; Thomas Loden to the Thrasher G.B.; F. J. Brandon to the Grampus; James Johnstone to the Snipe G.B.; John Morris to the Aboukir; William Cuddie to the Prevoyante; Thomas Hayes to the Grampus; Robert Finlayson to the Plantagenet; James Stevenson to the Princess Carolina; David Burnside to be an hospital mate at Yarmouth hospital; J. P. Christie to the Namur; W. H. Fretman to the Victory; P. M. Buchan to the Gorgon; William Inches to the Venerable; Giles Ingram to the Vanguard; Samuel Horton to the Diligent S.S.

## BIRTHS.

The lady of Captain Sir Edward Hamilton, R.N., of a son, at his house in Nottingham-place.

The lady of John Barrow, Esq. of the Admiralty, of a son.

At Blackheath, the lady of Admiral Lord Gardner, of a son.

At Portsmouth, the lady of Captain M. Buckle, of a daughter.

At Woodend, near Chichester, the lady of Captain Sir J. Gore, of a daughter.

At Cowhill, near Dumfries, the lady of Captain C. Johnstone, of a daughter.

## MARRIAGES.

On Tuesday, the 27th ult. at Banstead in Surrey, Captain Platt, of the Royal South Lincoln Regiment of Militia, to Charlotte, widow of the late Captain Bouchier, Lieutenant-governor of the royal hospital at Greenwich.

In November last, by the Rev. Mr. Hanser, at Halifax, John Gullett, Esq. purser of his Majesty's ship the *Swiftsure*, bearing the flag of Vice-admiral the Right Hon. Sir John Warren, Bart. to Miss R. Hart, youngest daughter of Samuel Hart, Esq. late member of the House of Assembly of the province of Nova Scotia.

## OBITUARY.

On the 16th of March, aged 75, after a lingering illness, Mrs. Savage, wife of Vice-admiral Savage, and only surviving sister of the late Mrs. Trapaud, widow of the late General Trapaud, and of Richard Plaistow, Esq. of Potter's Bar.

At Ardglas, in Ireland, the Right Hon. Lord Lecale, Vice-admiral of the red squadron of his Majesty's fleet.

At the attack of Guadaloupe, whilst serving with the army as a volunteer, Lieutenant Elliott, of his Majesty's ship the *Sceptre*.

Lately, in the West Indies, Captain Patrick Tonnyn, of the *Orpheus*.

At Guadaloupe, where he was a prisoner on parole, a few hours after the island was reduced, Captain John Shortland, who so gallantly defended the *Junon* until she sunk, amidst the joint attack of four of the enemy's frigates.

At Chichester, Captain Cracraft, R.N. commander of the sea fencibles on the coast of Sussex.

\* \* We are exceedingly sorry that the feelings of the late Mrs. Rose's friends should have been hurt, by a statement at the 176th page of this volume, contradicting the account of her death, which had been previously inserted. We gave the contradiction with much pleasure, because we believed we were correcting an unfortunate mis-statement; but we now find, that, owing to a similarity of names, the Gentleman on whose information we relied was mistaken. Mrs. Rose, it appears, is really dead; and was buried on the 9th day of January.

MEMOIR OF THE PUBLIC SERVICES  
OF THE LATE  
MARRIOT ARBUTHNOT, ESQ.

ADMIRAL OF THE BLUE SQUADRON.

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“ ——— the firm veteran, who has dauntless stood  
In many a scene of carnage and of blood.” ——— PVE.

ADMIRAL ARBUTHNOT, who was particularly distinguished by his services in the American war, has generally been considered as the nephew of the celebrated Dr. Arbuthnot, the friend of Swift, Garth, and Pope. From the best information, however, which we have been able to collect, in the College of Arms, the relationship cannot be traced ; but such family notices as may be relied on respecting the admiral, will be found amongst the “ *Heraldic Particulars*,” at the close of this memoir.

Admiral Arbuthnot, whose father was a resident of Weymouth, in Dorsetshire, was born about the year 1711. He entered the naval service at an early period of life ; but it was not till towards the close of the Scotch rebellion, in 1746, that he attained the rank of commander. He was then appointed to the Jamaica sloop, a cruizer on the home station ; and, at the latter end of the year, he took the *Furet*, and the *Fly*, two small privateers belonging to Boulogne.

On the 22d of June, 1747, Mr. Arbuthnot was made post-captain in the *Surprise* frigate, of 24 guns ; and, in the course of the year, he participated in the capture of the *Superbe*, a French armed ship, of 36 guns, and 136 men, which surrendered to the *Surprise* and the *Jamaica*.

Captain Arbuthnot was next removed into the *Triton*, a frigate of the same force as the *Surprise* ; in which, in January, 1748, he captured the *Tyger*, a stout French privateer, of 16 guns, and 146 men, belonging to Bayonne. \*This was a very satisfactory instance of success, the *Tyger* having committed considerable depredations on the English trade. She had made three prizes in the early part of the cruise on which she was taken.

In 1757, Captain Arbuthnot commanded the *Garland*, a vessel of 20 guns, employed to cruise in the Channel; and, in 1759, he was appointed to the *Portland*, of 50 guns. In the spring of the latter year, the French had assembled a very powerful armament at Brest, for the alleged purpose of attempting the invasion of Great Britain, or of Ireland. To counteract this intention, Sir Edward Hawke sailed from Spithead, in May, with a strong fleet to cruise off Brest, and in the Soundings. When he reached his station, he detached three small squadrons to scour the enemy's coast: one of these, to which the *Portland*, Captain Arbuthnot, was subsequently attached, was employed under the command of Captain Duff, in blocking up a fleet of transports in the Morbihan; another, under the Hon. Captain Keppel, in Basque Roads, and off the Isle of Aix; and the third, under the Hon. Captain Herbert, to watch the motions of the enemy in Brest. While blocking up the transports in the Morbihan, Captain Duff's squadron took one or two insignificant vessels; but in the latter service on which it was employed, towards the close of the year, it was more fortunate. In the month of November, having increased his force, Captain Duff took his station in Quiberon Bay, with the following squadron:—

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Rochester ..	50	300	Commodore R. Duff.
Belliqueux ..	64	500	Captain P. Saumarez.
Portland ...	50	300	——— Mar. Arbuthnot.
Falkland ...	50	300	——— F. S. Drake.
Chatham ...	50	300	——— John Lockhart.
Venus .....	36	250	——— T. Harrison.
Minerva ...	32	220	——— A. Hood.
Sapphire.....	32	220	——— J. Strachan.
Vengeance ..	28	200	——— G. Nightingale.
Coventry ...	28	200	——— Fra. Burslem.
Maidstone ..	28	200	——— Dudley Digges.

With this squadron, Captain Duff effectually blockaded a numerous fleet of transports, which were intended for the reception of the troops, to be convoyed by the fleet of the Marquis de Conflans, to effect the threatened invasion. The vigilance of this squadron very much impeded the equipment of the expedition, and ultimately rendered it abortive.—Sir Edward Hawke's force having



been driven from off Brest, by adverse winds, the Marquis de Conflans naturally took advantage of the circumstance, to put to sea. Having left the harbour, his first object appeared to be the destruction of Captain Duff's squadron ; and he was actually in full chase of it, when Sir Edward Hawke, who had been apprized of his movements, came up with him. Thus, to the Marquis's too eager pursuit of what he deemed a certain prize, may, in some measure, be ascribed the glorious victory which ensued ; as he had thrown himself so near the British fleet, as to render his escape back into Brest totally impracticable.\*

Captain Arbuthnot continued some time longer attached to the Channel fleet ; and, in August, 1760, he sailed with Sir Edward Hawke, to relieve Admiral Boscawen, in Quiberon Bay ; where, we believe, he remained till March, 1761.

He was soon afterwards removed into the Orford, of 70 guns, in which he proceeded to the Jamaica station, to reinforce the squadron of Rear-admiral Holmes ; † and in the following year (1762) he was employed at the memorable reduction of the Havannah, under Admiral Pocock and Commodore Keppel.‡ This was the last active service in which he was engaged, during the war ; and, from the peace of 1763, to the year 1770, he is not understood to have enjoyed any command.

In 1770, Captain Arbuthnot was appointed to the *Terrible*, of 74 guns, one of the guard-ships at Portsmouth, in which he remained during the usual period of three years.

In the year 1775, in consequence of the rebellion which had broken out in North America, Captain Arbuthnot was appointed a commissioner of the navy, resident at Halifax, in Nova Scotia ; the only port in America where ships of war could then be refitted, and where the best provisions which existing circumstances would allow, were made for the requisite service. He continued to fill

\* Sir Edward Hawke's official letter, with other details relating to the action, will be found in our memoir of that officer, in the VIIIth Volume of the *NAVAL CHRONICLE*.

† On the 24th of December, 1761, several months after the arrival of Captain Arbuthnot, Rear-admiral Holmes died, and the command of the squadron devolved upon Captain Arthur Forrest, of the *Centaur*.

‡ *Vide NAVAL CHRONICLE*, Vol. VIII. page 455 ; and Vol. VII. page 287.

this arduous and important office till the year 1778 ; in the autumn of which he returned to England, having been previously promoted to a flag, as rear-admiral of the white squadron, on the 23d of January. He reached Portsmouth about the middle of September ; and, in the beginning of 1779, sat, as one of the members of the court martial, on the trial of Admiral Keppel, which terminated so much to the honour of that officer.\*

On the 19th of March, 1779, he was promoted to the rank of vice-admiral of the blue squadron ; and, about the same time, he was appointed to the chief command on the North American station. He accordingly hoisted his flag on board the *Europe*, and sailed from Spithead, with the following force, on the 1st of May :—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
<i>Europe</i> . . . .	64	{ Marriot Arbuthnot, Esq. Vice-admiral of the Blue. Captain Ardesoife.
<i>Robust</i> . . . .	74	——— Phillips Cosby.
<i>Russel</i> . . . . .	74	——— F. S. Drake.
<i>Defiance</i> . . . .	64	——— Max. Jacobs.

With this squadron, Admiral Arbuthnot took under his convoy the trade bound to North America and Newfoundland, consisting, altogether, of nearly three hundred sail. On his passage down Channel, he fell in with a vessel which had been sent express from Jersey to England, with an account of the imminent danger that island was then in, by an attack from the French ; and, conceiving it to be his duty to prevent the loss of so valuable a place, he made direct for Jersey, leaving the convoy in Torbay, to await his return. The report, which induced the admiral to take this step was, that a French armament, consisting of five ships of war, besides bomb-ketches and other small vessels, had arrived off the island, and landed a considerable number of troops. Before he could reach Jersey, however, he found that the enemy had been repulsed ; consequently, he rejoined his convoy, pursued his original instructions, and proceeded for America. The time which he thus lost, and a continuance of westerly winds, prevented him from clearing the Channel before the end of June ; but he at length reached New York without any farther impediment.

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\* *Vide* NAVAL CHRONICLE, Vol. VII. pages 304 and 389.

Just before his arrival, Sir George Collier, whom Admiral Arbuthnot had been appointed to succeed, had returned to New York, with the following ships, after taking and destroying Commodore Saltenstall's squadron, of nineteen armed vessels and twenty-four transports, in Penobscot Bay.\*

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Raisable ...	64	{ Sir George Collier, Commodore. Captain
Greyhound ...	32	—— Arch. Dickson,
Blonde .....	32	—— And. Barclay.
Virginia .....	32	—— John Orde.
Galatea .....	20	—— Robert Biggs.
Camilla .....	20	—— Hen. Collins.
Otter .....	14	—— Richard Creyke.
† Albany ....	14	
† North .....	14	
† Nautilus ....	18	

Admiral Arbuthnot immediately assumed the command ; but, in consequence of the arrival of the Count d'Estaing from the West Indies, with upwards of twenty sail of the line, besides a number of smaller vessels and transports, he found himself under the necessity of remaining for some time at New York. Failing, however, in his attempt upon Savannah, the capital of Georgia, d'Estaing sent a part of his fleet back to the West Indies, and returned to Europe with the remainder, in the month of November. Finding the coast clear, Admiral Arbuthnot now prepared to co-operate with General Sir Henry Clinton, in the long meditated reduction of Charlestown, in South Carolina ; and, having shifted his flag from the Europe into the Roebuck, he sailed from New York on the 11th of February, 1780, with the following squadron :—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Roebuck ..	44	{ Marriot Arbuthnot, Esq. Vice-adm. of the blue. Captain Sir A. S. Hamond.
Europe ...	64	—— Ardesoife.
Russel ....	74	—— Fra. Sam. Drake.

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\* Sir George Collier's official account of this enterprise, with a list of the rebel fleet, and other particulars, will be found in our memoir of Admiral Sir John Orde, Bart. NAVAL CHRONICLE, Vol. XI. page 182, *et seq.*

† Were at Penobscot before the arrival of Sir George Collier.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Robuste ..	74	Captain Phillips Cosby.
Defiance ..	64	——— Max. Jacobs.
Raisable ..	64	——— T. Fitzherbert.
Renown ..	50	——— Dawson.
Romulus ..	44	——— George Gayton.
Blonde ....	32	———
Virginia ..	32	——— John Orde.
Raleigh ...	32	——— Thomas Evans.
Perseus ..	20	——— Hon. G. K. Elphinstone.
Camilla ..	20	——— Henry Collins.
Germain ..	14	———

In consequence of the badness of the weather, and the annoyance which the boats employed to sound the Channel sustained from the enemies' galleys, it was not till the 20th of March that the ships of war were able to pass the bar; and, even then, the whole of the above force did not proceed to the place of destination. The heavier ships at that time returned to New York, under the orders of Captain Drake, in the *Russel*; leaving with the admiral only the *Renown*, *Romulus*, *Blonde*, *Perseus*, *Camilla*, and *Raleigh*; which, with some other vessels of the same description, daily expected, were considered as composing a sufficient force for the intended service.

Admiral Arbuthnot having passed the bar, the enemy's ships of war, to the number of ten sail, which had till then made a shew of resolutely defending the passage up the harbour, abandoned that plan of defence, and retreated towards the town, off which the five following were sunk, with *chevaux-de-frize* on their decks, for the purpose of blocking up the channel.

"The *Bricole*, pierced for sixty, mounting forty-four guns, twenty four- and eighteen-pounders; the *Truite*, twenty-six twelve-pounders; the *Queen of France*, twenty-eight nine-pounders; the *General Moultrie*, twenty-six pounders; the *Notre Dame* (brig) sixteen ditto."

On the requisition of Sir Henry Clinton, some heavy cannon were now landed from the men of war, with a detachment of seamen under the command of the Hon. Captain George Keith Elphinstone, of the *Perseus*, and Captain Evans, of the *Raleigh*; and, by the 9th of April, the army, consisting of 7,550 men, had constructed and opened its batteries against the town. On that day, the admiral, who had been joined by the *Richmond* and the



Virginia frigates, and the Sandwich armed ship, approached nearer to the town, for the purpose of straightening and closing in with the enemy. To effect this, however, he was obliged to pass under a very strong fort, possessed by the enemy, on Sullivan's island ;\* but, though a severe cannonade commenced immediately on his moving, his entire loss, very fortunately, amounted only to twenty-seven, in killed and wounded.—After passing this fort, Admiral Arbuthnot immediately proceeded to attack a post of the enemy's at Mount Pleasant, and also the fort on Sullivan's Island ; the reduction of which he was anxious to accomplish, without delaying or interfering with the regular operations of the army. A brigade of 500 seamen and marines was accordingly formed, and landed, under the command of the captains, Hudson, Orde, and Gambier, who took possession of Mount Pleasant, without opposition, on the 29th of April ; the garrison flying into Charlestown on their approach. Thinking it practicable to carry the fort on Sullivan's Island by storm, covered and supported by the ships of war, the admiral determined to make the attempt ; and, in the night of the 4th of May, another detachment, of 200 seamen and marines, was landed, under the command of the captains Hudson, Gambier, and Knowles. This detachment succeeded in passing the fort before daylight, unobserved by the enemy, and took possession of a redoubt, on the east end of the island. The ships of war being drawn up ready to support the attack, and every arrangement having been made for the storm, Captain Hudson summoned the fort, the garrison of which almost immediately surrendered as prisoners of war.

This success was followed by the surrender of Charlestown itself, on the 10th of the same month, when the following frigates and other vessels were also taken :—The Providence, of 32 guns, eighteen and twelve-pounders ; the Boston, of the same force ; the Ranger, of twenty guns, six-pounders ; l'Aventure (French) of twenty-six guns, nine and six-pounders ; a polacre, mounting

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\* A View of Sullivan's Island, with the churches of Charlestown in the distance, from a drawing of Mr. Pocock's, appears in the XVIIIth Volume of the NAVAL CHRONICLE, page 213 ; and an account of Sir Peter Parker's disastrous attack upon the island, in the year 1776, will be found in our memoir of Sir Peter Parker, Vol. XII. page 173, *et seq.*

sixteen six-pounders ; four armed galleys ; and some empty brigs, and other small vessels.

After the completion of this service, Admiral Arbuthnot returned to New York ; and, for his exemplary conduct, he, in due time, had the satisfaction of receiving the thanks of both Houses of Parliament.

About this time, M. de Ternay sailed from France, for America, with a squadron of seven sail of the line, five frigates, and two armed ships, and a convoy of transports, with 6000 troops on board, under the command of Lieutenant-general the Count de Rochambeau. Intelligence of the sailing of this armament was immediately despatched from England ; and Rear-admiral Grayes was sent out to reinforce Admiral Arbuthnot, with the following line-of-battle ships :— \*

<i>Ships.</i>	<i>Guns.</i>
London .....	90
Bedford .....	74
Resolution .....	74
Royal Oak .....	74
America .....	64
Prudent .....	64

At the time that Admiral Arbuthnot was apprized of the approach of de Ternay, he was lying at New York, with only four sail of the line ; consequently, instead of being able to intercept him, he was, himself, apprehensive of attack. De Ternay arrived at Rhode Island on the 11th of July ; and, on the 13th, Admiral Graves formed a junction with Admiral Arbuthnot. An attack upon the enemy at Rhode Island was now meditated. The British fleet sailed from New York, with a considerable number of troops on board, on the 17th ; but, on their arrival off Rhode Island, they found that the enemy were strongly posted, and that they had put the fortifications into a perfect state of defence. Unfortunately, also, a disagreement at this time took place between the naval and military commanders, which occasioned the object

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\* Admiral Graves's force was originally intended to consist of eight ships ; but the number was afterwards reduced to six, and one frigate. During his passage, he captured a valuable French East Indiaman, which, to prevent delay, he left to the care of the frigate, and proceeded with the line-of-battle ships only.

of the expedition to be abandoned ; for, as an attack by sea, alone, would have been impracticable, the admiral was obliged to confine himself to the unsatisfactory service of blocking up the enemy's fleet. The squadron continued to be thus employed till the 6th of August, when Admiral Arbuthnot put into Gardiner's Bay, to water and refit, and the subsequent operations of the year were chiefly confined to the capture of privateers, &c.

On the 14th of September, Sir George Rodney arrived at New York, from the West Indies, with eleven sail of the line and four frigates, and took upon himself the American command during the hurricane season. On the 26th of the same month, the subject of this memoir attained the rank of Vice-admiral of the White Squadron.

The ensuing year opened very inauspiciously. In a violent storm, which happened on the 23d of January, Admiral Arbuthnot's squadron, which was lying in Gardiner's Bay, sustained considerable damage. The Culloden, of 74 guns, was driven ashore on the east end of Long Island, and totally lost ; the Bedford was dismasted, and otherwise much damaged ; and the America was driven to sea, and for some time supposed to be lost ; but, after encountering some difficulties, she fortunately rejoined the squadron. The masts of the Culloden were saved, and put on board the Bedford.

In this disabled state—the Adamant, another of Admiral Arbuthnot's ships, being also absent—the squadron was threatened with an attack from the enemy. On farther consideration, however, it was not found prudent to carry the threat into effect.

The intention of the enemy was next directed against a small naval force, which had been despatched from New York to co-operate with Brigadier-general Arnold, whose corps had nearly over-run the whole province of Virginia. In this also they were disappointed ; but, on their return, they captured the *Romulus*, of 44 guns, whose captain had not been apprized that an enemy was off the coast.

M. de Ternay was still determined, if possible, to effect something ; and, encouraged by the information, that the Bedford was not in a fit state for sea, he took 3000 French troops on board,

for the purpose of co-operating with a strong detachment from the American army, in an attack upon General Arnold, and put to sea, with the whole of his force, on the evening of the 8th of March. Admiral Arbuthnot, apprized of his motions and object, got the Bedford into a state fit for service, and followed on the 10th; and, on the 16th, when about fourteen leagues distant from Cape Henry, he descried the French squadron, making towards the Capes of Virginia. About two P.M. the same day, after a few uninteresting manœuvres, a partial action commenced; Captain Cosby, in the Robust, of 74 guns, leading the van. The brunt of the engagement fell chiefly on the Robust, Europe, and Prudent, till the rest of the van and centre could come up to their assistance: it then became more general, and continued till three o'clock, when the enemy bore up, and ran to leeward. The Robust "had far more than her proportion of killed and wounded;\* and, by having at one time three ships upon her, her masts, rigging, sails, and boats, were torn to pieces. But the French commodore and his ships were unable to withstand the animated attack that was made upon them; and, in half an hour after the commencement of the action, they fell into disorder, and broke their line. Unfortunately, however, a thick haze, which had prevailed previously to, and during the engagement, together with the disabled situation of some of the British ships, particularly the Robust, Europe, and Prudent, rendered it impossible for the English admiral to pursue his advantage, and thus the contest proved indecisive." †

After the action, Admiral Arbuthnot put into Lynn-haven Bay; and M. de Ternay, chagrined and mortified at the repeated disappointments which he had sustained, returned to Rhode Island.

The only service of consequence that Admiral Arbuthnot had an opportunity of performing, after the above, during the time that he held the command on this station, was the capture of two

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\* The total loss of the English squadron was 30 killed, and 73 wounded; that of the Robust was 15 killed, and 21 wounded.

† *Fide* biographical memoir of the late Admiral Phillips Cosby, NAVAL CHRONICLE, Vol. XIV. page 360.—A list of the French and English fleets, with other particulars of the action, are also given, in the memoir of Admiral Cosby.



or three American frigates, and some privateers of force, by different cruizers under his orders.

Having received orders of recall, Admiral Arbuthnot shifted his flag from the Royal Oak, on board of which it had for some time been flying, into his old ship, the Roebuck, and resigned the command to Admiral Graves. He sailed from New York early in July, 1781; and, after a very prosperous passage, arrived at Spithead on the 1st of August. He immediately struck his flag, and proceeded to London, where he had the honour of being presented to his Majesty, and was most graciously received.

Admiral Arbuthnot, in consequence of his advanced age, now passed from a life of active and arduous service, into the shades of retirement. He never accepted of any subsequent command; but, on the 24th of September, 1787, was made vice-admiral of the red; and, on the 1st of February, 1793, admiral of the blue squadron.

He survived his last promotion but a short time; dying at his house in Great Suffolk-street, Charing Cross, on the 31st of January, 1794, aged eighty-three.

#### HERALDIC PARTICULARS.

Robert Arbuthnot, of Weymouth, in the county of Dorset, died in the year 1720, leaving, by Sarah his wife, two sons and a daughter, viz. Richard, Marriot (the subject of the preceding memoir), and Mary. The aforesaid Marriot had issue, 1st, Charles, late a captain in the 82d regiment, who died in 1789, leaving a widow, Elizabeth; 2d, John, who also married, and was living in 1794.

Richard, the brother of the admiral, died before the year 1793; leaving two daughters, Sarah and Elizabeth. The belief, to which we have before alluded, that the admiral was the nephew of the celebrated Dr Arbuthnot, appears to be incorrect; inasmuch as the admiral's father, Robert, died in 1720, and *Robert*, the brother of the Doctor, was living in 1753; as appears by the Doctor's will, wherein he bequeaths to him *his watch*.

Charnock informs us, that "the bulk of his (the admiral's) fortune, he bequeathed to his daughter-in-law, the daughter of the Rev. Joseph Rumney, vicar of Berwick-upon-Tweed, widow of his last surviving son, deceased some years before." But this, also, is incorrect, as one of the admiral's sons survived him; and, in his will, which is dated on the 20th of November, 1793, and was proved on the 15th of March, 1794, the admiral, who describes himself "of Mitcham, in the county of Surrey," bequeaths considerable property to his daughter-in-law, Elizabeth, the widow of his late son Captain Charles Arbuthnot. He devises also to

Hugh Arbuthnot (second son of John Viscount Arbuthnot, in Scotland) and to Robert, the third son of the said Viscount Arbuthnot.—His executors were his son John Arbuthnot, Esq. Sir George Jackson, Bart. John Hunter, Esq. and Osborne Standart, Esq.

ARMS.—Azure, a crescent between three mullets, argent.

CREST.—On a wreath a Peacock's head, crested, proper.

MOTTO.—*Laus Deo.*

## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

CHARACTER OF SIR RICHARD STRACHAN.

**I**N a former part of this Volume,\* we inserted a *Character of Lord Cochrane*, as drawn in Cobbett's paper. The subjoined character of Sir Richard Strachan, from BLAGDON'S *Political Register*, will perhaps be equally acceptable to the readers of the NAVAL CHRONICLE:—

“ If amiable manners, domestic virtue, manly spirit, kind disposition, and professional excellence, can compose a character to command universal respect and admiration—this distinguished officer must receive such an invaluable tribute from mankind. Sir Richard knows but little of the piping times of peace, or of the season of repose and inactivity. The rough aspect, the simple manners, the blunt speech, and plain appearance, that characterized the annals of a *Raleigh*, have never been succeeded, by this gallant admiral, with the elegance of fashionable life, or the introduction of effeminate enjoyment. Under this aspect, when his life is considered, the element on which he lives, the dangers to which he is exposed, the hardships he has been obliged to encounter, with the numerous *et ceteras* which might be added, it must be acknowledged, that his character is the least adapted, of all others, to shine before Parliament, as the author of a justificatory pamphlet. The prejudices of mankind, and, which may be of far more fatal consequence, the prejudices of the service, are against a sea officer who is a writer. Yet notwithstanding so many personal disqualifications, I am proud to confess, that no public document, of a similar nature, has ever afforded me more instruction or pleasure, than his plain but able Narrative. And it evidently appears, from the *facts* and arguments it embraces, that were Sir Richard *again* invested with the same power, and in the same circumstances and situation, he would act *again* in the same manner as he *then* did, without being under the least apprehension of

bringing upon him *even the suspicion* of having acted like a coward or a traitor to his King and Country. The facts are stated by him with the mere intention of vindicating his own honour, and not with any design of insinuating the least objection to the consequence of the army. Nothing advanced in the support of the navy, proceeds from any sort of disposition to attack Lord Chatham, and the document preserves throughout a decency and respect, a freedom and liberty, which are the genuine characteristics of the excellence of the laws, and the natural birthright of every subject of this much-favoured land. In very few words, Sir Richard proves to Parliament, that he constantly employed the utmost of his diligence and capacity to acquit himself of the important trust with which he was honoured : that many might have been cho-en, whose knowledge and experience exceeded his, he most readily admits ; but that there were any whose zeal and hearty inclinations were more attached to the service of their King and Country, he can never allow. In these assertions he has the general concurrence of every honourable mind ; and it only remains for me to observe, that, as the document has never attempted to gratify the spirit of vanity, revenge, or disappointment, it is to be lamented that the friends of Lord Chatham stoop to invective, and to the employment of *parallels* which tend to partial disparagement. This is not a time for Parliament to attend to *invidious distinctions*. A period has at length arrived, when the national interest requires an union of all parties to one common object. A war with superior enemies, or any signal public calamity, *from whatever cause it may arise*, demands the immediate extinction of all general animosity. When danger threatens a state, all jealousy should subside in every loyal bosom. Enemies should join with friends, and friends with enemies, to give force, energy, and effect to the operations of government. Any set of men, therefore, who employ their influence and their talents to excite a misunderstanding between the army and the navy, in a time of great public danger, encourage the enemies of their country, and deserve the execration of every good citizen."

#### THE ARMADA.

THE Armada, launched at Plymouth in March, was laid down in 1807, and named after that memorable victory obtained over the Spaniards by that celebrated navigator and warrior, Sir Francis Drake, a native of that town. In point of workmanship and excellence of materials, she may justly rank with any ship of her class in his Majesty's navy. The head, a *chef d'œuvre*, represents Sir Francis Drake, admiral of the British fleet ; on the stern are the arms of Sir Francis Drake, and of the borough of Plymouth ; over these is the naval crown, with appropriate trophies, ornamental foliage, &c.

#### NEW LIGHT-HOUSE ON GREEN ISLAND, IN THE RIVER ST. LAWRENCE.

MARINERS are to take notice, that the *Lantern* of the Light house on Green Island will in future shew a light every evening from *sun-set* to *sun-rise* the next morning, from the 15th day of April to the 10th day of De-

ember inclusive ; and the following are the hearings of the Light-house from the respective places hereunder mentioned, viz.—*By Compass,*

Red Island,	E.S.E. $\frac{1}{4}$ S.	Brandy Pots, N.E. by E. $\frac{3}{4}$ E.
White Island,	E.N.E. $\frac{1}{4}$ E.	
Basque Island, W.S.W. $\frac{1}{4}$ W.		

The Shoal at the N.E. end of Green Island, S.W.  $\frac{1}{2}$  S.

The Shoal at the West end of Green Island, N.E.  $\frac{3}{4}$  E.

*Barbadoes Mercury, February, 1810.*

#### RECENT EXPLOITS OF THE LADRONES.\*

THE Sylph, American ship, which left Canton on the 30th of September, 1809, has furnished the following account of these formidable pirates :—

“ The Ladrone, dissatisfied with the Chinese government, are increasing in power, and daily making excursions up the rivers, plundering, burning villages, and massacring the inhabitants. Their force by sea, is from 900 to 1000 Junks, from 3 to 28 guns, and perfectly manned, and they are amply supplied by their abettors in the maritime provinces.

“ All the efforts of the Viceroy of Canton to suppress them have proved fruitless, as the agents sent for this purpose proved treacherous, acting in concert with the rebels. The lower order of Mandarins cannot be trusted to execute the orders of government ; such is the wide-spread disaffection ! Their mode of war is of the most sanguinary kind ; the prisoners on both sides are murdered in the most savage manner.

“ Application had been made by government, through the security-merchants, to the Americans, for them to drop down the river for a few days, to protect the passage from the Bog-Tyris to Whampan ; but this request could not be complied with, as the ships were not in a situation to fight their battles. A number of American seamen, however, volunteered their services on board a country ship that government chartered for a cruise of fifteen days, to act in concert with a fleet of junks.

“ As soon as they met the enemy, the junks made off, and left the ship to sustain the expected conflict alone ; but the Ladrone, sheltered themselves in the shoal water. Previously to this, (the latter end of August) eighteen or twenty of the largest Ladrone junks made a formal attack on the ship *Atahulpa*, Sturges, of Boston, while at anchor in Macow Roads, and when part of Captain Sturges’s crew were on shore.

“ The attack was repelled with the utmost bravery for a length of time, when, taking advantage of a breeze, the *Atahulpa* cut her cables, and ran under the guns of the fort at Macow. The attack was led on by the admiral’s junk, of 28 guns. The *Atahulpa* had only six 6-pounders. Her rigging was much cut, and received many shot in her hull, but none of the

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\* A very interesting account of the Ladrone, comprised in Mr. Turner’s Narrative of his captivity amongst those pirates, appears in the XXth Volume of the NAVAL CHRONICLE, page 456, *et seq.*



crew injured. A short time before, they captured a Portuguese brig from Goa to Macow. Two masted vessels are much more the objects of attack, than ships."

#### LOSS OF THE SHIP ARDASEER, BY FIRE.

THIS noble ship, which, in the autumn of 1809, was on the eve of her departure for England, met with a fate not uncommon to vessels belonging to the port of Bombay. The particulars of this melancholy affair are as follows:—

"On Wednesday night, the 13th September, about half-past ten, the first alarm of fire was communicated, by a seacunnie, to Mr. Kempt, chief officer, who, coming upon deck, observed the smoke ascending in great columns from all the hatchways. The night was excessively dark, and Mr. Kempt, with a presence of mind not common on such distressing occasions, immediately hailed all the ships around him, viz. the *Cruizer*, *Teignmouth*, which was lying close to the *Ardaseer*, and his Majesty's ship *Iphigenia*, &c. and at the same time sent the third officer, Mr. Askwith, on shore, to acquaint the captain with the state of the ship.

"During this time, and before any assistance was derived, the fire was spreading very quick near the main hatchway, and the gun-deck full of thick black smoke. Immediate preparations had seemingly been making in the fleet, for rendering all requisite assistance, as in the course of ten minutes after the general alarm by Mr. Kempt, considerable aid was derived by the arrival of men from the *Iphigenia*, *Teignmouth*, and *Chiffonne*. Captain Wainwright, of the latter, attended in person with 100 men, and brought a seasonable supply of buckets, with an engine, which were all set to work with alacrity. Captain W. on learning that the fire had made such a rapid progress, advised five auger holes to be bored, as close to the water as possible. The crew of the *Ardaseer* had been roused to their duty, and efforts were making by every one to keep the fire under. Before midnight, Captain Riddock had arrived on board, and brought with him a large engine from the shore, which was also set to work with great spirit; and in order that its effects might be received with more advantage, the gun-deck was scuttled in three different places, and which, for a time, was attended with great benefit.

"The fire, however, notwithstanding all these strenuous exertions, increased, and the sudden bursts of flame which issued out of the hold, together with the quantity of smoke, rendered it difficult to continue those exertions in the same degree with which they commenced. A little after twelve, at midnight, Mr. Money, superintendant of marine; Captain Margotty, master-attendant, and Mr. Mack, his first assistant, made their appearance on board, to render all the assistance in their power. The engines had now been playing for a considerable time, and, notwithstanding the quantity of water derived from this source and the hand-buckets, and every other method devised to keep the fire under, it was found that this destructive element still gained ground; and, as all further exertions in this way could be of no avail, it was resolved, upon the consultation of

Captain Wainwright, Mr. Money, the master-attendant, and Captain Riddock, that the ship should be instantly scuttled, which resolution was immediately carried into execution, by the carpenters of the *Iphigenia* and *Chiffonne*, as the last resort for saving any part of the ship or cargo. The guns were accordingly brought over to starboard, and the stream and spare anchors cut away from the larboard side, in order to facilitate this service, and admit a ready flow of water.

“ During the time these operations were going forward, the master-attendant, with much diligence, laid a hawser out to check the ship in shore, and prevent her sinking in deep water. At gun-fire, Captain Wainwright, with his men, left the ship; and at the same time Mr. Money, whose anxiety to preserve her valuable remains, had been conspicuous throughout, sent on shore for the master-builder, and a gang of carpenters, to scuttle her in various places, that she might fill as quickly as possible: at five in the morning the buckets and engine belonging to the master-attendant, were also sent for, and immediately set to work. The people were now engaged in throwing and starting water down the hatchway, the effects of which, together with the benefit derived from scuttling, were perceptible, as the ship was gradually sinking. The fire had not, so early as six in the morning, made any visible havoc, nor had the flames appeared to such an extent as might have been supposed, from the length of time she had been under its influence. At seven, however, another spectacle presented itself. The flames, accompanied with a black and suffocating smoke, suddenly burst up the fore and main hatchways, and the upper and gun-decks were a short time afterwards in a complete blaze; and yet, during this critical time, such was the zeal manifested by the officers of the ship, that when the crew had abandoned her from absolute terror, these young men, considering it advisable to cut away the small bower and mooring chains, to prevent her from settling upon that anchor, instantly performed this service with much activity and judgment. The ship was now towed in-shore, and was soon after entirely consumed.”

#### REMARKABLE INSTANCE OF CAPTURE AND RE-CAPTURE.

THE brig *Berlin*, of Jersey, P. Galley, master, from Lisbon, laden with salt and fruit, for Plymouth, was captured about the 21st of October, 1809, by the *Grande Decide* French privateer, in lat. 49 deg. 20 min. N. who took out the master and crew, except two seamen, and a boy who had secreted himself in the hold. A prize-master and seven seamen were then sent on board the *Berlin*, who kept possession till about the 8th of November, when the two men and boy rose on the French crew, and succeeded in throwing the prize-master overboard, and driving the remainder into the fore-cabin, where they were battened down; they were, in consequence, in complete possession of the vessel, until the 13th of November, when the Frenchman rose on them, and killed the two seamen, leaving the boy to tell the fate of his brave companions. A few days after the *Berlin* was boarded by the *Indefatigable* schooner, belonging to Bristol, who took possession of

her, and sent the Frenchmen on board the schooner; two days subsequent she was fallen in with by his Majesty's ship *Vestal*, who carried her into Lisbon.

## DESPERATE NAVAL CONFLICT.

The *Madeira Courier*, of October 13, 1809, contains the following shocking statement:—

“The *Minerva* sailed from Muscat on the 12th of May, and on the 29th, early in the morning, she discovered at a distance about 55 dows of Juasemies, all full of armed men, and apparently steering towards her. Captain Hopewood immediately changed his course under a press of sail, and thereby endeavoured to avoid them; but unfortunately the day being a perfect calm, all his exertions were in vain; on which Captain Hopewood then ordered all hands on deck, and prepared for defence.

“When the Juasemies saw the *Minerva* changing her course, they set all sail, and with the assistance of their oars, gained very fast upon her, and as they approached, fired some guns at her. At 10 A.M. the action commenced, and continued for two days and a night, during which time the *Minerva* destroyed seventeen dows; sixteen of which were sunk, and one burnt.

“At length the enemy gradually closed their dows around the *Minerva*, and, as soon as they got alongside of her, the Juasemies all at once boarded her. Captain Hopewood bravely defended himself to the last; he received a pistol-shot wound in his side, and other wounds on his belly with a sword, and on his feet by a spear; notwithstanding which, he continued to fight with the utmost resolution, and did not drop till he had killed four of the pirates with his own hands. After his death the Juasemies began to put to death every body who had borne arms; and when they had completed their bloody work on deck, they discovered Mr. Bijaun David, the purser, and Mr. John Martyn, the supercargo, on the main-top; on which they went up, and, after cutting them into pieces, threw the mangled fragments down upon the decks; after which they descended, and gave glory to God for their triumph.—The second officer, Mr. Hate, having lost some of his fingers by a shot, and seeing no hopes of relief, put an end to himself with a pistol; the ship's company behaved very bravely, and were gallantly assisted by an American gentleman, Mr. Bijaun David, the purser, and Mr. John Martyn, the supercargo.

“The ladies and women who were on board actively employed themselves in sowing and filling the bags of gunpowder.

“Several of the crew, amongst whom was the first officer, saved themselves by promising to become Mussulmans. The women were spared by the Juasemies, who promised to release them safely. The ship was carried to Russuikharma.

“*List of the Men killed on board the Minerva, by the Pirates, on the 29th May, 1809.*

“Captain John Hopewood, killed; second officer wounded slightly,

afterwards shot himself; Mr. B. David, the purser, Mr. John Martyn, the supercargo, and Mr. Chatoor, Arothoon passenger, were massacred, besides about 40 Lascars."

#### SPANISH LOYALTY.

THE following is the correspondence respecting the Spanish fleet, which took place between the Spanish admiral, at Cadiz, and the ministers of King Joseph:—

" MOST EXCELLENT SIR,

" Although the grateful circumstance of your Excellency being entrusted with the command of the Spanish fleet in that bay does not permit us to doubt it, will follow the fate of the nation, the position which it occupies with respect to the English squadron, the incomplete state of the crews, and the advantages which it may offer to the designs of the English cabinet in availing itself of the opportunity of a strong easterly wind, obliges us not to lose a moment in representing to your Excellency that his Majesty, aware of the evils to which you might expose, by so adventurous an emigration, the worthy officers and men belonging to the fleet, and the total abandonment which threatens their families, much more than the amount of the loss of ships, the greater part of which are rotten, has authorized us to represent to your Excellency, and all those under your command, that their honours and interests shall be entirely preserved; and that in order to be convinced of the benevolent disposition of the King, and that no step may be taken without due reflection, your Excellency is at liberty to name persons, and appoint the place you may think proper, either on the water or on shore, to enter upon the explanations which can conduce or promote, in the present moment, the general good of the nation, and particularly the relief of so many suffering families.

" God preserve the life of your Excellency many years.

" JOSEPH JUSTO DE SALCEDO:

" PEDRO DE OBRECON.

" MIGUEL HERMOSILLA.

" P.S. This despatch is forwarded by a flag of truce.

" *Most Excellent Signor Don Ignacio  
Maria de Alava.*"

#### ANSWER.

" MOST EXCELLENT SIRS,

" When your Excellencies do me the justice to acknowledge that, unalterable in the principles of loyalty I have fixed in my heart, I am decided to follow the fate of a faithful and generous nation, which defends gloriously her sacred rights, and those of her legitimate King, Signor Don Ferdinand the Seventh, whom God preserve, you might have imagined I could not lend a hearing to such proposals, and that I could only look upon the honours you offer, in case of my acceding to your request, as an insult to my understanding. The generous conduct of the British nation does not



after the smallest suspicion as to the security of the ships under my charge, as your Excellencies seem to insinuate with great injustice; therefore, the worthy officers of the fleet, as well as myself, undervaluing your proffers, and all interested motives, build our honour and our glory in persevering firmly in defence of the just cause which we have sworn to support.

"The nation recognizes in the Council of the Regency the supreme and legitimate authority which represents our beloved King Don Ferdinand the Seventh; and my loyalty does not permit me to tender any other reply to your Excellencies' letter of yesterday's date, which came by the flag of truce.

"God preserve your Excellencies many years.

"IGNACIO MARIA DE ALAVA.

"On board the *Santa Ana*, in the Bay of Cadiz,  
February 18, 1810.

"Most Excellent Sirs, Don Joseph Justo de Salcedo,  
Don Pedro Obrecon, and Don Miguel Hermosilla."

#### APT MOTTO FOR A CANNON-BALL.

In the church of Ampthill, in Bedfordshire, is a monument of Robert Nicolls, of Ampthill Park, Governor of Long-island, who being in attendance on the Duke of York, was slain on board H. R. H.'s ship in 1672. A cannon ball, said to be that which caused his death, is fixed in the marble within the pediment; and on the moulding is this inscription:—

"*Instrumentum mortis et immortalitatis.*"\*

#### RUSSIAN COMMERCE BETWEEN ASIA AND AMERICA.

A LETTER from St. Petersburg, of the date of June 3, 1809, contains the following information:—

"According to accounts received from the directors of the Russian American Company, the two ships belonging to that country, namely, the frigate *Juno*, from the island of Hodjak, and the brigantine *Peter and Paul*, from the island of Atcha, had safely arrived on the 22d and 24th of August, 1808, at the port of St. Peter and Paul, in Kamschatka. They have each brought a considerable cargo of furs: the *Juno* was despatched the same year with a quantity of mercantile articles and manufactures; but the brigantine which stood in need of repairs wintered there, and will now be despatched with her cargo to Ochotsk. The ship *Nerva*, which, in the year 1806, had been sent off for the second time to Hodjak, after touching at the island of Sitkah, arrived safe in September, 1807, at Hodjak, after a passage of eleven months.

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\* "The instrument of mortality and of immortality."—Lysons's *Magna-Britannia*, Vol. I. page 39.

## NAVAL POLITICS.

LIST of such members of Parliament who voted on Lord Porchester's motion for censuring the late expedition to the Schellit, as are naval officers or connected with the navy and admiralty offices, or maritime interest.

FOR.	AGAINST.
Lord Cochrane, Captain R.N. Westminster.	Captain J. P. Bercsford, Coleraine.
W. Dickinson, <i>Ex</i> -Lord of Admiralty, Somerset.	Vice-admiral Sir R. Bickerton, Lord of Admiralty, Poole.
John Jackson, Navy Agent, Dover.	Henry Bonham, East India Ship Owner, Leominster.
Lord Kensington, <i>Ex</i> -Lord of Admiralty, Haverford-west.	Rear-admiral Sir E. Buller, Bart. East Loo.
Vice-admiral Markham, Portsmouth.	James Buller, Lord of Admiralty, West Loo.
R. M. Phillips, Lieutenant R. N. Stafford.	J. W. Croker, Secretary of Admiralty, Downpatrick.
Sir C. M. Pole, Bart. Vice-admiral, Plymouth.	Sir W. Curtis, East India Ship Owner, London.
Paired off.	Captain Sir C. Hamilton, Bart. Honiton.
Vice-admiral G. Campbell, Carmarthenshire.	Rear-admiral E. Harvey, Essex.
	Sir E. Nepean, Bart. <i>Ex</i> -Secretary of Admiralty, Bridport.
	Captain Viscount Newark, Nottinghamshire.
	Sir J. Nicholl, <i>Ex</i> -King's Advocate, now Judge of Arches, Bedwin.
	Admiral Sir J. Orde, Bart. Yarmouth, I. W.
	Captain P. Parker, Wexford, Co.
	Hon. Captain J. Percy, Bexalston.
	Hon. W. W. Pole, <i>Ex</i> Secretary of Admiralty, Queen's County.
	Captain Sir H. Popham, Ipswich.
	Captain J. S. Rainier, Sandwich.
	Right Hon. G. Rose, Treasurer of the Navy, Christchurch.
	Sir W. Scott, Judge of Admiralty, Oxford.
	Rear-admiral Sir T. B. Thompson, Comptroller of the Navy, Rochester.
	Robert Ward, Lord of Admiralty, Haslemere.
	Sir D. Wedderburne, St. Andrews.
	Captain Sir J. S. Yorke, St. Germain's.
	Paired off.
	Captain W. J. Hope. Lord of Admiralty, Dumfriesshire.

## CORRESPONDENCE.

MR. EDITOR,

Dover, 19th March, 1810.

I AM not quite prepared to assent to the propriety of making living characters the subject of those biographical memoirs which form the leading article in each periodical number of your valuable CHRONICLE; which articles I think had better be dedicated to record the professional example of deceased worthies; content with simply watching the career of our contemporaries, and treasuring up such facts, or anecdotes, as may serve for historical materials at the proper season.\* Yet I feel it may nevertheless

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\* In answer to this remark of our Correspondent, we beg leave to state, that, independently of the interest which every one feels in the history of his contemporaries, we consider the memoirs of *living* officers, which we are occasionally enabled to present, as forming one of the most valuable features of our work. It is by collecting facts and dates, as they occur, or while they are fresh in recollection, that the most essential service is rendered to the future historian; and, by no means that we have been enabled to devise, can we perform such a duty (an almost inconceivably arduous one) in so advantageous, or so satisfactory a manner as by obtaining all the information that we can from the friends and relatives of living characters. Had it not been for the NAVAL CHRONICLE, thousands of facts and anecdotes, which it has already recorded, and which will illustrate and embellish the pages of many a writer yet unborn, would have been suffered to glide from the stream of memory into the gulf of oblivion. The life of Lord Nelson furnishes a case particularly in point. A memoir, drawn up by his lordship's own hand, formed the basis of the narrative which first appeared in the NAVAL CHRONICLE; on which every succeeding biography of the admiral, not excepting the splendid and voluminous performance of Messrs. Clarke and McArthur, has been constructed. Had no such work as the NAVAL CHRONICLE been in existence, it is fair to suppose that Lord Nelson would never have been at the pains of drawing up a record of his services; and thus the public would have been deprived of that rich and copious detail of professional enterprise which now forms so conspicuous an object in the naval history of the country.

To obtain biographical information from authentic sources—from the friends and intimate connexions of officers—is our most anxious wish. A man's character, it is true, may be more correctly, and more boldly drawn, after his death, than during his life-time; *provided the necessary means of estimating it are attainable*. If not, a caricature only will be produced, instead of an accurate likeness of the original. There is this particular advantage in recording the actions of persons still living, that, if by accident, any misrepresentation occur respecting them, it may be immediately corrected.

As to the censure which has been sometimes cast upon us, of praising

be desirable that such of the lives of existing officers as you have already published, be rendered as complete as possible, whether with reference to the parentage, or public services of the individual. I was more particularly led to make these reflections, by perusing the biographical memoirs of Sir W. S. Smith, given in the fourth Volume of the *NAVAL CHRONICLE* (page 445) written, as is understood, by the late Mr. Charnock, with much spirit and accuracy; but nevertheless, deficient in some points, and erroneous in others: some of these deficiencies or inaccuracies, it may perhaps, as a townsman of that distinguished officer, be within my ability to point out to you on some future occasion, not doubting but that his future life and career, unless checked by the baneful influence of party-politics, will furnish such additions to our naval annals, as to require that the article should receive proportionate augmentation, when a regular revision of the whole may be entered upon. Meanwhile I beg leave to record upon your pages a single fact respecting his family that did not fall within the knowledge of his biographer, but which I happened to glean during a recent journey along the coast of Sussex. At New Shoreham, upon a large grave-stone amongst the pavement in the nave of the church, is the following Epitaph, viz. "*Here lieth the body of Captain Cornelius Smith, of Dover, who served his King, Country, and Friend. Faithful and honourable: he was an indulgent husband, a kind father, and friendly to his acquaintance. Who dy'd much lamented the 26th of October, 1727, aged 66 years.*"

In giving place to this memorial of an honest seaman, you will at the same time be enabled to render the heraldic particulars relative to Sir W. S. S.\* more perfect in any future edition; this Cornelius Smith having been the father of Captain Edward Smith,† who died of his wounds in the West Indies, commander of H. M. ship *Burford*, of 70 guns, and consequently your hero's great grandfather.

In my intended corrections of and additions to, the biographical memoirs of the worthy character in question, I shall probably be enabled to contribute some particulars relative to his selection for the Levant Station in 1798, and his meritorious conduct in that difficult command, which do not

every object of our biographical notice, we have only to say, that we never, *knowingly*, wish to insert an account of an officer whose professional services have not rendered him deserving of praise; and we have before had occasion to observe, that, "in conducting this work, it has been our undeviating aim, rather to display excellence, than to search for defects; to preserve the memory of an heroic exploit, and to clear it from the obscuring rubbish by which it might be surrounded, than to toil in the exposure of a casual lapse of judgment, to which all men are liable, or to assist in casting a veil over the efforts of genuine merit."—EDITOR.

\* Vol. IV. page 477.

† In Vol. XXI. page 156, of the *NAVAL CHRONICLE*, is an epitaph on Captain Edward Smith, copied from a slab, in St. John's Church-yard, Antigua.



seem to have been hitherto duly appreciated by the public, because they have never been fairly understood; and which the unaccountable misrepresentation of the case, in the voluminous life of Nelson, lately published, renders the more necessary, in strict justice both to the dead and to the living.

STEROPES.

MR. EDITOR,

**M**Y motives for writing to you on the subject of the parliamentary duties of naval officers, spring from a sincere desire to do good, and of assisting so useful a work as the *NAVAL CHRONICLE*. I have neither been unmindful of your hint in a late preface, nor inattentive to the debates which this session has offered for consideration; but I confess that the times seem so portentous, so big with momentous events, that I have been pausing in a sort of anxious expectation, which is still far from being removed. I will, however, venture a few observations which could not fail to occur.

The important subject of the Admiralty and Appeal Courts, is perhaps of the most lasting importance to the navy, of any that have been discussed.

As far as I can judge from the newspapers which have fallen in my way, the discussion has hitherto taken a course more likely to irritate, and to prevent a beneficial result, than to tend to good of any sort. The attack appears to have been made rather against men than measures, against the officers acting under the existing laws (or *customs*) instead of such of those laws themselves which we deem to require revision or repeal. Our ardent and zealous advocate has, however, the example of a noble relative, whose first parliamentary essay, if I recollect rightly, was to charge the principal officer with whom the management of our appeal concerns lay, with conduct as disgraceful as man could be guilty of; and I think I am correct in saying also, that the charge was *filled* by the high hand of power, but never *refuted*. This is not the way to proceed. A clear exposition of the hardships we labour under, and a respectful and manly demand of justice are our plain course. The propriety and necessity of affording redress to the officers of the navy, appear, I think, as evident, as the evil for which redress is expected.

Officers sail under orders from the Admiralty, and these are occasionally elucidated, or *supposed to be so*, with respect to blockade or neutrals, by copies or extracts from orders of council. Now, Sir, there may have been some naval officers who have speculated a little in consequence of the latitude given, or supposed to be given, by the tenor of these orders, and have sent neutrals into port, although under the impression of great doubt upon their minds, as to the strict propriety of the detention. In such a case the hazard is before them, and they voluntarily risk it; but in most cases neutrals are detained, because, consistent with his orders, the captain of a ship of war *dares not let them proceed*. The orders are acted upon to the best of his abilities, and he ought by no means to be liable to the heavy

responsibility, the vexatious delays and ruinous expense which too often fall upon him. Suppose, Sir, an officer, in *strict conformity* with his orders, sends a neutral into port, that she is condemned by the Court of Admiralty and sold, the produce is detained a *year and a day* (I believe) to give time for appeal, supposing it not to be given in directly. This neutral may possibly be sent to England, by a ship on an outward-bound voyage, or the appeal may not be lodged for several months, and meanwhile the captors are arrived at a distant station. The appeal is made, the King's proctor is at hand, the trial goes on, the captors are cast, and have the proceeds and law costs to pay, without having heard that an appeal had been thought of!! During the interval, the appellants had collected fresh evidence, and had leisure to examine every part of the first trial, while the captors are abroad, risking their lives in a pestilent climate, and using their most strenuous exertions in defence of that country, by whose laws (or rather the practice of the Court of Appeals) they are involved in an expensive suit, without their knowledge, or without their fault, and their cause is only *pretended to be defended* by a man in whom they can have no dependance, as he is not of their own choice. There are not wanting instances, Sir, where appeals have been admitted *after* the allotted period, and the cause given against the captors several years after the prize-money had been *legally* distributed, and from the dispersion of the ship's companies, the whole enormous loss has fallen upon the captains! I know not, Sir, a case of more cruel injustice than this is. Surely, on a calm revision of this matter, no prime minister, no judge of the Admiralty, would refuse his aid in procuring for British subjects equal laws, to the right at least of naming their own proctors when involved in any process! A consideration of the peculiar situation of naval officers should surely cause their total exemption from such evils as the present practice of the Court of Appeals has drawn upon them. If their orders respecting neutrals are not sufficiently distinct, they should be made so; but at times a most cruel mystery has enveloped them, so that it was in the power of the *franciers* to blame either a detention or dismissal, thus throwing a heavy responsibility upon men, who should not have to *interpret* orders, but to *read* and obey them. To unnecessarily detain a neutral, is in my humble opinion, an act of pravity which cannot be too severely punished; but surely the Courts of Admiralty should be sufficient judges of this; and if *they condemn* a vessel or cargo, the *captors* should not be liable to any other proceedings. If the Court of Admiralty condemn, and the Court of Appeals acquit, the officer should not suffer; *he detains* under the same evidence by which the *judge condemns*, and of course declares his conduct *legal*. All after matters could be wholly independent of the captors; the appeal is against the decree or sentence of the Court of Admiralty, and if that has erred, whence could repayment come better than from the droits of Admiralty; or if that infringes too much on rights or usages, let a small per-centage be paid out of the proceeds of *all* condemned neutrals, to answer any damages in consequence of the future decrees of the Court of Appeals. At all events, common justice requires that the naval officer should be free from any concern with that court; his

uncertain situation, the impossibility of fresh evidence on his part, his deprivation of the right of all other British subjects to name his own proctor, the probable dispersion of the officers and crew, which throws the whole weight of loss upon himself, offer a case of hardship which loudly and clearly demand redress, and, if fairly considered, must obtain it. But I am thoroughly convinced that this case has not been taken into consideration, and I almost fear that there is even a systematic neglect of the rights and interests of naval officers.

It would ill become me if I were not to mention, with deep regret, the manner in which a naval court martial has been spoken of in Parliament, by a naval officer. Censure more unfounded, as far as I can judge from an attentive perusal of the minutes of that court, and all the other documents that have fallen in my way, was never before thrown out against any body of men, and particularly against men whose whole lives are marked by undeviating honour and integrity. In common, not only with the navy, but with the nation at large, I have sincerely lamented that the great natural ability, and eminent gallantry of the accuser, have been worse than *laid up in ordinary* within the walls of St. Stephen's. It would not be amiss if the Noble Lord in question would take the epigrammatic hint which I have seen in some of the papers—

You fight so well, and speak so ill,  
Your case is somewhat odd—  
Fighting *abroad* you're quite at *home*,  
Speaking at *home*, *abroad*—  
Therefore your friends, than *hear yourself*,  
Would rather *of you hear*,  
And that your name in the *Gazette*,  
Than *journals* should appear.

This seems to be the hint of a *friend*; and I trust we shall soon hear of its being taken, and that a large wreath of fresh laurels may succeed those which late events appear to have somewhat faded, or at least thrown into shade.

Notwithstanding all the good advice given by *Trident* and myself, you see, Mr. Editor, that the Sea Fencibles are disbanded. We must be gratified to find that economy is at all attended to, and if we can depend upon the prudence of the measure, we should rejoice at the thought that we can indeed afford to reduce any part of our forces. Perhaps a good deal more of the *shore* part of our army, and of our extravagantly overgrown staff than have yet been talked off, might have been reduced, without the loss of an *efficient* man, and to a much more efficient saving. If *Trident* has the leisure, as I am sure he has the ability, a little abstract of the numbers and *real* expense of the Sea Fencibles, will not only oblige an old man, who still loves to chatter about a profession he always admired, but I dare say many more of your readers. I conclude in a rough sort of guess, that

when the half-pay and income tax of the officers are deducted from the gross amount of the expense, the cost of the establishment, as latterly fixed, could not exceed 85 or 90,000*l*. For the sum, however, be it what it may, there were many thousands of men enrolled, and under some regulation, in many places admirably trained, and of essential benefit, and in all kept ready for service at a smaller expense than any other men ever were. Nor did I deem it of small advantage, that we had experienced naval officers stationed round the coasts of the island, ready to act in cases of emergency, at the expense only of the difference between full and half pay. But the navy is always the national safeguard. It fights the battles, guards the coasts, protects the commerce, and serves as the last monument of practical economy in the management of the public purse. Nevertheless, in one respect I sincerely rejoice at the discharge of this corps of Sea Fencibles, as I believe it to have been raised on unconstitutional principles; but so convinced am I of its utility under better auspices, that I think a wise minister would propose its renovation, in some places at least, to the Parliament.

Now, Sir, *Agricola* may at least exult, that some of the captains who retire to their half pay, will receive from a grateful country, after it has deducted *only one-tenth and a few smaller items* from the nominal income, nearly 128*l*. per annum. That some of those men have fought in almost every battle at sea for these last forty years, those who write and calculate with the degree of *feeling and accuracy* evinced in *Agricola's* letter, will think of no moment.

I remain, Sir, your's, &c.

E. G. F.

MR. EDITOR,

April, 1810.

HAVING a short time since, submitted to the notice of the perusers of the NAVAL CHRONICLE, the hardships under which the captains of the navy labour, respecting their receipt of half pay, I shall now point out the cases alluded to; and if you deem them worthy a place in your CHRONICLE, they are at the service of the public, who may be able to form an idea, as to the necessity, that those officers should do every thing in their power, by remonstrances, in order to obtain a *fixed period* for the receipt of their half-pay.

I shall begin with the captains, and as appointments *may* take place of which I am wholly unacquainted, the statement which I make may not be correct, as to including one, or two, officers; but it will give an idea as to the existing inconvenience.

The officer at the bottom of the twelve shilling list, in July, 1809, extended to the 7th December, 1795; the officer at the bottom of the twelve shilling list, in January, 1810, extends to the 12th August, 1795, which by the Admiralty List, makes a difference of twenty captains, who, having received the increased half-pay, are reduced to ten shillings per day. So it appears, that a captain of fifteen years standing, has only ten shillings per day; added



to which, the probationary time of an officer's being in the service, will make at least thirty years, and those the best of a man's life!! Can this be an ample reward for such service!! It is to be observed also, that the income tax is to be deducted from this.

The officer at the bottom of the ten shilling list, in July, 1809, extended to the last in 1801; the officer at the bottom of the ten shilling list, in January, 1810, extends to the 24th December, 1798, making a difference of three years, in time, and in number about one hundred, who are reduced from ten shillings to eight per day. Surely this may be considered a hardship, and might be easily obviated, and with very little expense to the country. A captain now of twelve years standing, receives only eight shillings per day, the same as the senior commanders, and no more than a captain who is put on the list this day.

I must here beg to observe, that had it not been for the great jubilee promotion, the situation of the captains respecting the half pay must have been more deplorable; and it appears that, instead of an officer being rewarded for the length of his services, agreeably to time, he is now put further off from receiving the small remuneration which his services entitle him to expect.

I think it unnecessary to commit the statement of the commanders to the public at present, as the cases are so very similar, and may cause the reader to be more perplexed than the writer hereof wishes he should be; and as I am convinced, that should any regulation be adopted for the benefit of one class of the officers alluded to, it will be extended.

I am, Sir, your humble servant,

JOHN SPECTOR.

MR. EDITOR,

Folkstone, April 13.

A CORRESPONDENT, in your CHRONICLE,\* noticed a suggestion of mine, relative to the use of rockets in obtaining a communication with ships stranded near the shore; and at the same time did me the honour of expressing a wish that I might be induced to take the subject of Captain Manby's experiment into further consideration. I have very much to regret, Sir, that it is not in my power to answer more satisfactorily than by this letter, a call at once so interesting to my brother sailors, and so dear to humanity; for in fact I am still but badly informed of the actual power of the rocket, and the influence of the wind on its flight; two points, on which, it is evident, the merits of the substitution must chiefly depend. From some French experiments there seems little doubt, that the end of a line may be projected by means of a rocket, far enough, in many cases, to answer the purpose; and as those now in use are said to carry a six-pounder grenade more than 2000 yards, I should think that a barbed shot and line

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\* Vide page 128 of this Volume.

might be sent to a sufficient distance ; but it is on the practicability of being able to ascertain, in strong and adverse winds, the rocket's line of flight, that my principal doubts arise, and this is precisely the point, which nothing short of actual experiment can decide. Should it be proved on trial, that the line of flight may be sufficiently ascertained, it seems natural to conclude that the portableness, and the luminous track of the rocket, would give it a decided preference over the shell and mortar now in use ; for as to any objection against the length of the stick or the pole for firing them off, it may be easily obviated, by dividing them in convenient parts, so that they may be easily joined. The description of Captain Manby's apparatus is nearly such as had been anticipated ; but as it is evidently a matter of importance, not only that the crew should have every facility afforded them, for speedily discovering the line which is sent to their relief, but that the like facility should be yielded the people on shore, of ascertaining how, and when they have succeeded, I would take the liberty of recommending that a *fusee* should be (when the nights are dark) inserted in the shell, by which means the position of the line may at all times be distinctly traced.

I cannot quit this interesting subject, without remarking, that the sum of the shipwrecked sailor's calamities would be lessened in no inconsiderable degree, if recourse were more frequently had to some such as the following simple expedients.

When a ship is stranded on a lee shore, let a piece of fir, or other light plank, be fitted like a boy's kite, and fastened to a string, so that when set off from the rigging, yard-arm, or any other lofty part, it may be played in such a manner, as to be brought securely into the hands of the persons assembled to give relief. Or if a ship be wrecked in a situation where no ledge of rocks intervenes, one, two, or three empty casks, well-bunged, may sometimes be used with success. If the distance be short, one cask, fastened to a rope, and thrown into the sea so that the wind may drive it to land, will be sufficient ; but if, on the contrary, the distance be great, then more than one will be required to buoy up the rope, in which case, the second should not be let go till the first makes a taut line from the ship ; and so on of the rest, till the foremost is passed through the surf and the wished-for communication be established.

H<sup>m</sup> Rickards R.N.



MR. EDITOR,

**B**Y inserting the accompanying Vindication, by Captain Tomlinson, R.N. in your NAVAL CHRONICLE, you will much oblige

A CORRESPONDENT.

*A Vindication of the Conduct of an Old Naval Officer, for his having disputed the Right of his Majesty's Ships la Nymphe and Aurora, to Share for the Spanish Packet L'Edad de Oro, taken by the Lord Hawke Latter of Marque, together with his Reasons for having fitted out that Vessel to Cruise against the Enemies of this Country.*

To speak of one's own conduct, is one of the most irksome tasks to which a man of any feeling can be called, and much is added to the disagreeableness of such situation, when injuries received compel him in his own defence to state facts, which of necessity imply the criminality of another ; I have unfortunately found myself so situated, and the decided disapprobation of part of the navy (and others who founded their opinion on Captain Percy Fraser's public letter) at my conduct in disputing the right of his Majesty's ships la Nymphe and Aurora, to share for the Spanish packet L'Edad de Oro, taken by my privateer the Lord Hawke, obliges me in justification of my own conduct, to compare la Nymphe's log with Captain P. Fraser's letter to Lord Bridport, published in the London Gazette, by way of accounting for my reasons for so doing, and to shew that although Captain Fraser says he made the capture, it does not appear from his own log that he knew when or where that prize was taken ; and as in all litigated prize causes the ship's log is considered the best evidence in support of their claim, I submit it to the opinion of those who are competent to judge of the merits of this case, and such as disapproved of my conduct in particular, whether from his log, Captain Fraser was justified in writing the letter he did to Lord Bridport (which with his log is copied on the following page) and I hope those who took exception at my litigating his right to that prize, will be convinced, when they read this paper, that I had good reason for so doing.

I have been told that it was thought improper for me, being a captain in the navy, to fit out a private ship of war ; however that may be, there is no want of respectable precedents for my conduct in this particular, as history affords numerous instances of rewards and honours bestowed on noblemen and gentlemen for similar acts of loyalty ; and I have only followed the example of some of the most distinguished naval officers of the present day ; for nothing was more common the last war, and it has not been singular in the present, than for captains in the navy on *actual service and full pay*, to fit out private ships of war to cruise for their emolument ; these vessels were generally called tenders, but they were private property as well as the Lord Hawke ; and those who served in the West Indies and America last war, cannot be unacquainted with the number of private cruisers fitted out by the captains of his Majesty's ships on those stations. But it is necessary to observe, that at the particular period I equipped the Lord Hawke, (1798) it was considered in some measure disgraceful to remain idle, for the kingdom was threatened with an invasion, and almost every other man became a soldier ; besides the legislature, as well as his Majesty's ministers, called upon every individual in the state, and the servants of the

crown in particular, to contribute to the national defence to the utmost of their abilities, as well by voluntary contributions as personal services. At this momentous period I came forward with my mite, in a way that I then thought and afterwards found to be the best, in which my services as a seaman and a private individual could prove myself devoted to my King and Country; (for I was then upon half pay, and unable to obtain any public employment) and I spent great part of my private fortune in equipping a private ship of war, calculated to attack the enemy on their own coast, which in less than three months took six of their merchant vessels, retook three valuable British ships, destroyed one, and took another French privateer, besides taking a valuable Spanish packet and preserving her mail, (which had been thrown overboard) for the use and advantage of government; and when it is remembered that the Lord Hawke had on leaving England but 12 guns and 50 men, and that while I was on board her (on my passage to Oporto with leave from the Board of Admiralty) she took and destroyed more of the enemy's vessels between the 14th of August and the 6th of September, than all the cruizers attached to the Channel Fleet together; I hope it will at least be allowed that my endeavours to distress the enemy were justified by success, and that very few *private individuals* contributed more to the national defence, or risked a greater part of their fortune for the good of the country than I did.

NICHOLAS TOMLINSON.

*February 20, 1800.*

Copy of his Majesty's ship *la Nymphe's* Log, from four o'clock A.M. the 6th of September, 1798, to the same hour of the 7th, with observations on the remarks in that log, by Nicholas Tomlinson, respecting the capture of the Spanish ship *l'Edad de Oro*, together with Captain Fraser's letter to the Right Honourable Lord Bridport, published in the London Gazette, September 12, 1798.

"MY LORD,

*"La Nymphe, Cawsand Bay, September 1798.*

"I have the honour to acquaint your Lordship, that on the 6th instant, and about six miles distant from Corunna light-house, I fell in with and captured the Spanish ship *l'Edad de Oro*, from the Havannah and la Guira, bound to Corunna laden with cocoa; his Majesty's ship *Aurora* and Lord Hawke privateer now in company; and the latter availing herself of her sweeps, came up first and brought her to.

"I have also to acquaint your lordship that on the 7th instant, I recaptured the *Charlotte* sloop from London, bound to Newfoundland.

"I have thought proper to see the Spanish prize into port.

"I am, &c.

"PERCY FRASER."

*"Right Honourable Lord Bridport."*



## LA NYMPHE'S LOG.

H.	K.	F.	COURSES.	WINDS.	REMARKS, &c. at SEA, 6th Sept. 1798.
4	2		N. N. E.	N. W.	Light breeze per.
5	2				Half past five saw a sail on the lee bow, bore up and made sail in chase.
6	1				
	2		East		
7	4				
8	4		E. S. E.		Moderate and clear; extremes of the land from S. E. by S. to S. W. by W.
9	3		S. E. by E. $\frac{1}{4}$ E.		All sail set in chase of a brig and a ship.
10	3		S. E. by E.		(a)
11	2	4			
12	3	4		Variable.	At noon light airs and clear, still in chase. Corunna light-house, 8 by E. 9 or 10 miles.

H.	K.	F.	COURSES.	WINDS.	REMARKS, &c. at SEA, Sep. 7, 1798.
1	2	6	E. $\frac{1}{4}$ N.	W. N. W.	Light airs and clear; all at once in sight of a ship and a brig a-head; a frigate in sight on the starboard bow (b); answered the private signal to the brig, fired several guns, and hoisted No. 9 to the brig.
2	3		N. E. by E. $\frac{1}{4}$ E.		
3	3	2	N. E. by E.		
4	3	4	E. by N.	Variable.	In studding-sails, taken a-back, wore round, at 4 still in chase, extremes of the land from W. S. W. to S. E. off shore 10 or 11 miles: quarter past 4, light airs with heavy rain, in lowering the cutter astern she upset; out cutter and saved the people, (lost in her all her materials) sent a boat away to board the chase (c). The ship hoisted English colours over Spanish, the brig English.—Answered the private signal to the ship to leeward; at 7 Capt Prior S. E. 7 or 8 miles, at 8 the boat returned; the brig proved to be the Lord Hawke privateer, of Plymouth, in company with a Spanish ship she had taken that morning (d). At 9 burnt several false fires and rockets as signals to the Aurora frigate: at 11 wore, sent an officer and six men on board the prize (e). Twelve, moderate and Cloudy, prize in company.
5			Head all round.	Calm.	
6		6	E. by N.	Variable.	
7			Head from N. E. to E.		
8			Up N. N. E. off N. E.		
9					
10			up N. E. by E. off E. S. E.		
11					
12	1		W. N. W.	Variable.	
1					
2			up W. W. N. W. off S. W.		
3					
4			S. W.		
			N. by W.		

*Observations on the Remarks in La Nymph's Log.*

Note.—It is necessary to observe, that, till after the capture of the Spanish packet, the *Nymph* had no knowledge of, or communication with the *Aurora* frigate, or the *Lord Hawke* privateer.


(a.) At 10 o'clock A.M. the Spanish packet was taken by the *Lord Hawke*, after firing several single shot and one broadside at her, which from her distance could not have been seen from the *Nymph*, otherwise those remarkable transactions would have been noted in Captain Fraser's log, particularly as in his public letter he says he made the capture.

(b.) Captain Fraser's letter says he fell in with, and captured the Spanish ship, in company with his Majesty's ship *Aurora* and Lord Hawke privateer; but by his log the *Aurora* was not discovered from the *Nymphé* (though it was clear weather) until past 12 o'clock, upwards of two hours after the prize was taken by the Lord Hawke.

(c.) On its falling calm seven hours after the Lord Hawke had taken the Spanish packet, the *Nymphé* (which was still at a great distance) sends a boat to board the privateer and her prize.

(d.) At 8 P.M. three hours after she left the ship, and ten hours after the capture, the *Nymphé's* boat returns, and then they are first informed, that "The brig proved to be the Lord Hawke privateer, of Plymouth, in company with a Spanish ship she had taken that morning;" this is the first they pretend to know of the Lord Hawke or her prize, although Captain Fraser, in his letter to Lord Bridport, asserts that he made the capture within six miles of Corunna light-house; but as Cape Prior bore S.E. seven or eight miles from the *Nymphé*, at seven P.M. it will appear from the previous run on her log, that she must have been eighteen miles at least from that light-house at 10 A.M. when the Spanish packet was taken by the Lord Hawke.

(e.) After the *Nymphé's* and *Aurora's* boats boarded the Lord Hawke and her prize, about 8 P.M. a light air of wind sprung up, and they made towards the frigates, and joined them at nine o'clock in the evening; when Captain Fraser sent on board the Lord Hawke for the Spanish captain and officers, and after he had learnt from them the time the capture was made (for by his log he acknowledges his ignorance of that transaction), he sent an officer and men from the *Nymphé*, who forcibly dispossessed the commander of the privateer of his prize, and he was not returned to the Lord Hawke, (which vessel he was commissioned by the Lords of the Admiralty to command) but taken with his people on board the *Nymphé*, where he was detained a prisoner all night, and the next morning Captain Fraser refused to restore the Lord Hawke's men, unless Captain Neale gave him a letter to his agent, acknowledging the right of the *Nymphé* and *Aurora* to be considered joint captors with the Lord Hawke; and the letter was given by Captain Neale, not because the demand was considered just, but because the Lord Hawke was very short of men, and having on board ten thousand pounds worth of recaptured property, they could not with safety be spared. It is presumed that if Captain Fraser had not doubted his right to share for the prize in question, he would hardly have condescended (as captain of one of his Majesty's ships) to ask an acknowledgment of that right from the commander of a privateer, and establish his claim from a letter wrote by a man under restraint (for his letter of marque and other ships papers were not restored to him, until he wrote it) and given for so valuable a consideration as the restoration of his boatswain and all his best men.



JOURNAL OF AN EXCURSION MADE FROM IAFFA (ANTIENT  
IOPPA) TO JERUSALEM, (now called *EL KODZ*.)

BY LIEUTENANT GEORGE HILLIER, OF H. M. S. LE TIGRE.

ON Sunday, June 22d, 1800, in the afternoon, went on shore with Sir Sidney Smith, who introduced me and the other gentlemen that accompanied him in this excursion to the Grand Vezir, and mentioned to him our intention of visiting Jerusalem. The Vezir immediately gave us the necessary passports, and ordered horses, guides, and a proper guard to be ready to attend us the next morning. This night we spent in the tent of the Reis-Effendi, in a very uncomfortable manner, being annoyed dreadfully by various descriptions of vermin. On Monday morning, after much fatigue and delay, we procured horses, also two soldiers as guides and guards, and departed from the camp about ten o'clock; at three quarters past ten arrived at a small village called Iazou; at twelve arrived at Ramla,\* a town in ruins, where we stopped and refreshed ourselves out of the provisions we had provided for our journey; received at this place an additional guard of five men, and proceeded about six miles by a very good road to a place called Alkabab, a small town, where we baited our horses at a place occupied by a hord of Arabs, who reside in a miserable manner among ruins; at three quarters past three we passed by the ruins of a town called Eyn, (near the place where David is recorded to have slain Goliath); in this town there appears to have formerly been some very good buildings, but it is now a most wretched place, inhabited by Arabs. About four we entered the pass leading through the mountains, which are inhabited by Bedwins, who subsist by plundering travellers that are not sufficiently armed to oppose them; we saw a few of them, who passed by us very peaceably. The road from this place to Jerusalem is beyond description bad, being rocky and narrow, only one horse could pass at a time, and I think no English horses could travel it; but so sure-footed were the horses we had, although many wanted shoes, and some were without any, not a single accident happened. About nine we arrived at a place the Arabs called Caryotebaram, it is now in ruins, but was formerly a place of some note; there are very visible remains of a large Christian convent; the only cultivated spot between the entrance of the mountains and Jerusalem is a small valley adjoining this town, extending about three or four miles towards Jerusalem, planted with vines, fig trees, olives, and apple trees, with a small spot of tobacco and Indian corn. About twelve o'clock, after travelling in the dark for some time, over a most dreadful road, we arrived at the gates of the Holy City, which were shut, and we could not gain admittance till near three o'clock; the gates were then opened to us, and

\* Antiently Arimathea.

we entered through a crowd of people, that seemed much pleased at seeing us, and conducted us to a convent of Franciscan Friars, who treated us in the most hospitable manner. After reposing ourselves three or four hours very comfortably, we waited on the Othman Pasha, and delivered our letter from the Grand Vezir; he entertained us in the Turkish manner, with pipes, tobacco, and coffee; the house in which he resides is said to have been the residence of Pontius Pilate: Mount Calvary, on which Jesus Christ was crucified, and which stood then without the walls of the city, is now in the centre of it. After dinner we rode out of the city to Mount Sion; to the eastward of the town stands a Turkish mosque, which was formerly a convent of Franciscans, built on the spot where Christ ate the passover with the Apostles; from thence we descended into the valley of Jehoshaphat; at the entrance of it we saw the well where the sick and hurt were made whole: this valley is very narrow, and parts the spot where the old city of Jerusalem stood, of which there is not the least vestige remaining; passed two large caves cut out of the solid rock, said by the people to have been made for the concealment of the concubines of Solomon; a little to the westward of them is the sepulchre of Zacharias, and a few paces farther is the temple of Asa, the grandson of Solomon, and the sepulchre of Santa Madona; from here we began to ascend in a north-easterly direction the Mount of Olives, at the foot of which is the place where Judas betrayed Christ; on the top of the Mount was shown to us the stone on which Christ stood when he ascended into Heaven, on which the mark of a foot appears; a small hut, which contains four or five lamps, kept continually burning, is built over the stone; a little farther westward are the ruins of a church, built on the spot where the Apostles were sitting when Christ appeared to his Disciples, after his resurrection, and where they were assembled when they saw him ascend into Heaven. On the Mount of Olives are a great number of olive trees, many of them decayed and filled with stones, said to have been standing there at the time of our Saviour. About a mile westward of the Mount of Olives is the burial place of the Kings of Israel, or Judah, in which are several apartments about fourteen feet square; the entrance was so very contracted, that we were obliged to enter it on our hands and knees; the remainder of this day we spent with our friends the friars at their convent.

On Wednesday the 25<sup>th</sup> we went from Jerusalem southerly, over a very barren rocky country; at some distance to the eastward is shewn the spot where the angels appeared to the shepherds; soon after we passed the tomb of Rachel, near where Ramoth Gilead formerly stood, about a mile to the northward of Bethlehem.\* On our arrival at Bethlehem we were

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\* *Beth-lehem*, so celebrated in the history of christianism, is a village distant from Jerusalem, two leagues S.E. situated on an eminence, in a country agreeably diversified by hills and valleys: the soil is the best of the whole district, fruits, vines, olives, and the grain called *sesum*, growing almost without cultivation, which, as is the case throughout the country, is miserably deficient. The population is estimated at about 600 men,



conducted to a convent of Franciscans, who received us as usual in a friendly manner; from the top of their convent we had a distant view of the Dead Sea (or Lake of Sodom) so remarkable for its mephitic vapours, that when the wind blows from it the villages near become very unhealthy. The convent is built on the spot where Christ was born: the place we were shewn in the chapel of the convent, and also the manger in which he was laid, which is richly decorated, and lamps about it kept constantly burning. It was here also where the wise men of the east brought their presents to our Saviour: we likewise were shewn the grotto of Joseph, and many other sacred curiosities; among which the sepulchre of the children slain by Herod, and that of St. Jerome, and his study. After being very handsomely entertained here, we proceeded a few miles further to the town of St. John, the birth-place of St. John the Baptist, where there is a convent of Franciscans, who have an exceedingly handsome church, built on the spot where St. John was born, and on which is the following inscription—*Hic Præcursor Domini natus.*—We were much pressed to spend the night here by the Friars, but declined it, and about seven we returned to our friends at Jerusalem.

On Thursday, June 26, having previously obtained leave of the Pasha, without whose permission no Christian can go, we went, accompanied by one of our friends from the convent, to see the church of the sepulchre where Christ was laid; it was built by St. Helena, the mother of the Emperor Constantine, and contains four chapels, viz. Roman Catholic, Greek, Armenian, and Coptic (descendants of the original Egyptians). At our entrance into the church is shewn the spot where Christ was embalmed, after he was taken down from the cross, and which is now covered with an elegant marble slab, about seven feet long; from there we went to the holy sepulchre, it is cut out of the solid rock, and has a small dome over it, within which are a number of silver lamps kept continually burning: we were afterwards shewn the places (all within the church) where our Saviour was scourged and crucified, and the identical stone pillar to which he was bound when scourged: we then proceeded to the cell of St. Helena, cut out of the rock, from the window of which were discovered the crosses upon which our Saviour and the two thieves suffered, and they related the following account:—Not being able, at first finding the crosses, to ascertain the cross on which our Saviour suffered, it was proposed that trial should be made whether any particular virtue might be attached to the cross of our Saviour, and a woman troubled with leprosy was procured for the purpose; she was first laid on two of the crosses for several days without any effect, but on her being laid on the third cross, in a short time the disease left her; they therefore suppose that was the cross on which our Saviour suffered, and shew it as such. After viewing every thing worth notice in

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capable of bearing arms upon occasion; which occasion occurs frequently, either to resist the fiscal authority, to make war upon the neighbouring villages, or to decide domestic dissensions.—VOL. XX.

the church, we visited the Armenian convent, the chapel of which for richness surpassed any thing we had seen: the pillars were covered with tiles of porcelain ware, and the interior part of the chapel with tortoise shell and mother of pearl; we proceeded from hence to the Greek convent, and then to that of the Carmelites; at the latter place we saw a number of large casks, which we supposed would contain near 1000 gallons each; they were filled with excellent wine, which the proprietors allowed us to taste. We also visited the Coptic convent, which appeared the most miserable we had seen; from this place we returned to the Franciscan convent, where we regaled ourselves upon every thing that they could procure for us. It would be the greatest ingratitude were I not to take particular notice of the generous and hospitable treatment we met with at the different convents we visited; the instant we entered, wine, sweetmeats, aqua-vitæ, pipes, tobacco, and coffee, were placed before us; and at our departure from each, they burnt frankincense, and each of us was sprinkled with rose water and other perfumes. At our departure in the evening, when we went to take leave of the superior of the convent, he seemed very much distressed at our leaving him so soon, and almost with tears in his eyes importuned us to make our stay longer; he told us every christian in Jerusalem were under the greatest obligation to the English nation, and particularly to Sir Sidney Smith, and his officers and ship's company, by whose means they had been preserved from the merciless hands of Buonaparte; and then he related the following anecdote of that general:—When General Dumas had advanced with a detachment of the French army within a few leagues of Jerusalem, he sent to Buonaparte for leave to make the attack upon it. B. replied, that "*when he had taken Acré, he would come in person and plant the tree of liberty in the very spot where Christ suffered, and that the first French soldier who fell in the attack, should be buried in the Holy Sepulchre.*" Such impiety, said the old man, makes us detest the enemy, and bless our preservers, the English. Sir Sidney Smith was the first Christian who has been suffered to go into Jerusalem armed, or even to enter it in the dress of a Frank; we were allowed to do the same, and all who have visited it by his means.

Jerusalem is about 50 miles S. E. from Iaffa: it stands on the north side of Mount Sion, surrounded on every side by high rocky hills: it is enclosed all round by a very strong wall, with square towers in the same, about three hundred feet apart; but there did not appear to be a single gun mounted, or any means for defending it; indeed the only cannon we observed in the city, were three or four very small ones in the citadel before the residence of the Kaddi or judge, merely for ceremony: from a window in the Kaddi's house, it is said, David first saw the fair Bathsheba. Jerusalem is computed to contain about 16,000 inhabitants, viz. Turks 10,000, Greeks 1000, Franks 400, Armenians 1000, Jews 3,500. At our leaving Jerusalem, the superior of the Franciscan convent made each of us presents of crosses and beads; and on Friday night, at seven o'clock, we arrived on board the Tigre, much fatigued, though highly gratified with our journey.

## NAVAL STATE PAPERS,

*Relating to the Expedition to the Scheldt, presented by his Majesty's Command to both Houses of Parliament.*

(Continued from page 241.)

**T**HE fourth head — *Evacuation* — comprises twenty-seven Papers.

No. 1, is a letter from Sir R. Strachan to Lord Mulgrave, dated St. Domingo, off Borslen, September 13; in which the writer says:—"I am very anxious, I do assure your lordship, to see you, for the purpose of communicating matters connected with this island; which, in my opinion, ought not to be given up. It is a post of great importance as a naval station, and also with a view to future operations on the Continent; particularly as it is not certain Austria has made peace with France. This island, under popular government, (by popular I mean pleasing to the inhabitants, by placing the superior ones in authority, and governing by their own laws) may be productive of great advantages to England, in regard to trade with the Continent, similar to that established at Heligoland. I do not apprehend it is more unhealthy than any of the low parts of Kent; but the troops being at present generally infected, owing to the nature of the service to which they have been exposed, it may be proper they should be withdrawn, and replaced with other regiments."

No. 2, from the same, to Mr. Pole, of the same date, encloses a detailed plan for the defence of Walcheren; which, however, the circumstances of the case render it unnecessary to insert.

No. 3, is a note from Sir Rupert George to Mr. Barrow, dated October 11, enclosing a statement of the transport tonnage in the Scheldt.

Nos. 4 and 5, relate to Sir R. Strachan's proposition for defending Walcheren; but they are not important.

No. 6, is a letter from Lieutenant colonel Mosheim, to Colonel Walsh, respecting the preparations of the enemy in South Beveland, to attack Walcheren, in October.

No. 7, is Captain Cockburn's plan for retaining Walcheren, which he conceives it to be in our power to keep.

No. 8, is a letter from Sir R. Strachan to Mr. Croker, dated Downs, November 3, enclosing answers to certain queries which had been transmitted to him by the Admiralty, as follows:—

*"Queries supposing Walcheren in the possession of the enemy.*

*"Query 1st.—Is the Roadstead of the Roompot out of the reach of shot or shells from Walcheren, and every part of the neighbouring coast?*

*"Answer.—It is not perfectly understood in this country what the Roompot is, the Roompot commences after passing the end of the Unrust*

Sand; and I should think it is out of the reach of shells from Walcheren, but I am not certain as to North Beveland; and I observed that the part of the coast alluded to was inaccurately represented in the charts, particularly with respect to the relative position of North Beveland, Schowen, and the Banjart Shoal, the anchorage taken by the fleet with the troops for Walcheren was not in the Roompot, but off the Vere Gat, and under the Banjart, and part of it was within range of shells from Walcheren.

“ Query 2d.—Whether the intricacies of the passage out of the Roompot are likely to delay or endanger the sailing of a fleet from that anchorage?

“ Answer.—The Channel is narrow, and buoys or vessels should be placed on the Banjart Sand, and also on the Urrust, and the Quernes; then with a leading wind little danger attends a fleet entering or going out of the Roompot.

“ Query 3d.—Whether a fleet could get out of the Roompot with the same or most of the winds, with which a fleet could get out of Flushing Roads, or from the West Scheldt.

“ Answer.—Certainly, because there are various courses to be steered in going from Flushing, through the Dierloo, and the Channel of the Roompot is nearly parallel to one of those courses.

“ Query 4th.—Could a fleet be carried into the Roompot with the same wind and weather, and with as much facility as into the West Scheldt?

“ Answer.—Certainly, and with more facility, for the reasons assigned in the previous answer.

“ Query 5th.—Is the Roompot sufficiently secure from ice for large ships anchoring there during the winter?

“ Answer.—As I have never been in the Roompot during the winter, nor had the Dutch ever made use of it, I can neither say from practice or information, what portion of floating ice there may be there, that must depend on the severity of the winter, the quantity of ice likely to be collected in the East Scheldt, and whether it forces its way by the Roompot, or the other Channels; but I apprehend, with a westerly wind, the ice which comes down the Scheldt, with the last of the ebb, will be carried into the Roompot with the first of the flood.

*“ Supposing Walcheren in our Possession.”*

“ Query 1st.—Can a fleet be sufficiently secure from ice in Flushing Roads, that is, any where between Flushing and the Rammakins?

“ Answer.—I believe in severe winters there is a great deal of ice in Flushing Roads, and have heard that at the evacuation of the island in 1791, some vessels were cut out of the ice, though with considerable difficulty. During the same year the passage was interrupted between Flushing and Cadsand for four or five weeks, and the French garrison, which was at Cadsand, was not able to cross over. The enemy always moored his ships into the basin at Flushing, before the frost set in. I do not conceive a fleet will be secure in these roads when there is much ice in the river.

“ Query 2d.—Is the navigation of the Scheldt impeded by ice during any and what part of the winter, so as to impede the enemy's squadron coming down from Antwerp?



“ Answer.—The frost will set in sooner or later, according to the prevailing winds, and in general about the middle of December, perhaps sooner; and as the upper part of the river freezes first, in course, the ships cannot move from Antwerp; and, upon the same principles, if they are able to move from Antwerp, there is nothing which occurs to me in the nature of ice that can prevent their coming down the river, except the same danger from the floating ice, which renders the road of Flushing insecure, and would subject the enemy's squadron to great hazard if it attempts to come down the Scheldt after the frost sets in.

“ Query 3d.—Is the entrance in and out of the Scheldt, as far as Flushing, navigable during the winter?

“ Answer.—When there is not so much ice as to render the entrance of the Scheldt unnavigable, I know of no other impediment to ships entering it at all times, and in all seasons, so long as the buoys can ride, consulting the time of tide according to the size of the ship; and here I venture to remark, that it is at all times much easier for a large ship to enter the Scheldt than to go out of it, because, in going in, if the wind is foul the water is smooth, and the weather tide is a rising one; whereas, in going out, if the wind is foul there is a great deal of sea, and the weather tide is a falling tide.

“ Quer 4th.—What security from the ice is the enemy able or likely to find, during winter, in any part of the Scheldt above Flushing.

“ Answer.—I know no security from ice that the enemy is likely to find between Flushing and Antwerp, except the higher he proceeds up the river the smoother the water, and, consequently, the less danger from any floating ice; but if by this question it is meant, whether a squadron ready for sea can be, during the winter, in any part of the Scheldt without being exposed to the danger arising from floating ice, in severe winters, I should say, there is no part where it can lay secure, and ready to put to sea.”

No. 9 contains Rear-admiral Otway's answers to the same queries, as follows:—

“ *Queries supposing Walcheren in the Possession of the Enemy.*

“ 1.—In the part of the Roompot where this fleet is anchored it was not out of shell range from Walcheren, as the Roompot there makes the Channel narrow but higher up I think several ships might lay out of the reach of shot or shells from Walcheren, North Beveland, or Schowen.

“ 2.—I think that if it does not over blow, line-of-battle ships may always work out of the Roompot if the Channel is well buoyed, but in the narrow part of the Channel, when standing over towards Walcheren, I believe they will be within shot range of Fort de Haek, or any batteries the enemy may have thereabouts.

“ 3.—I am decidedly of opinion, that a fleet may get out of the Roompot under circumstances of wind that it could not move from Flushing, or the West Scheldt. Line of-battle ships cannot pass the Duerloo but with a leading wind, nor I believe by the Wheiling Passage, in which latter pass our ships might be annoyed by the heavy batteries the enemy has on Cadsand.

" 4.—I am of opinion, that a fleet can be carried into the Roompot with as much or more facility with the same wind and weather as into the Scheldt.

" 5.—I am informed, that without the frost is uncommonly severe, there is little floating ice in the Roompot till the winter breaks up in Holland.

*" Supposing Walcheren in our Possession.*

" 1.—This must depend entirely on the degrees of frost; in a moderate winter there is little or no drift ice till it thaws in the river above; but in the winters of 1794, 1795, there was a large body of solid ice extending some distance from the shore from the Rammekins to West Capel.

" 2.—I am informed, that the navigation of the Scheldt, at least as far down as Lillo, becomes impracticable early in the winter, and by the latest and best information I have, the French are removing their ships above Antwerp, and cutting wet docks in the dykes for their security.

" 3 —Answered in my reply to query No. 1.

" 4.—Not any certain security whatever; from the increased rapidity of the tides higher up the river, the danger from the ice is consequently greater, and there is not any port of the Scheldt below Antwerp in which larger ships can be sheltered from the dangers of a very rapid tide and floating ice."

No. 10, is an Admiralty Order to Rear-admiral Otway, dated November 9, respecting the evacuation of Walcheren; enclosing a despatch to General Don, on the same subject. From the enclosure we extract the following passage:—

" With respect to the destruction of the basin of Flushing and other naval defences of the island, no time need be lost in commencing operations for this purpose, as soon as they can be undertaken consistently with the security of the sick. The great object his Majesty's government has in view is, that this operation should be effectual; and that the works should not be left in such a condition that the French Ruler, with the unlimited command of military labour which he possesses, may be able to re-establish them in a short space of time. How far it may be expedient to have recourse to inundation to any considerable extent for this object, I will inform you more particularly when I have received answers to the questions put through you to the commanding engineer in my despatch of the 4th instant; I can have no difficulty however in authorizing you to inundate any part of the island, which may be necessary for the security of the forces under your command, in the event of attack from the enemy."

No. 11, is another Admiralty Order to Rear-admiral Otway, dated November 14, instructing him to co-operate with General Don, in evacuating Walcheren.

Nos. 12 and 13, are unimportant.

No. 14, relates to the cavalry transports, ordered to proceed to Walcheren, to assist at the evacuation.

No. 15, is a letter from Mr. Croker to Sir R. Strachan, with instructions respecting the embarkation and landing of the garrison of Walcheren.

Nos. 16 and 17, are letters from Rear-admiral Otway to Mr. Croker, dated November 23 and 26, respecting the embarkation, &c. The latter announces, that the whole of the sick had embarked, and that the demolition of the basin and sea defences of Flushing had been begun.

No. 18, mentions the sailing of near 20,000 tons of empty transports to Flushing.

Nos. 19 and 20, from Rear-admiral Otway, allude to various delays in the embarkation, occasioned by the weather, &c.

No. 21, from Sir R. Strachan to Mr. Croker, dated Blake, Flushing Roads, December 12, appears at page 77 of the present Volume.

No. 22, is the following letter from Sir R. Strachan to Mr. Croker, dated Blake, Flushing Roads, December 20—

“ SIR

“ I acquainted you, in my letter of the 6th instant by the *Isis*, that to avoid any further accidents to the transports, General Don and myself had decided to order that those, in which troops were embarked, and every vessel connected with the army, should proceed under their respective convoys to the place of their destination, and that the flotilla should remain in advance to keep the enemy in check on South Beveland, until the tide and winds favoured the large ships passing through the *Duerloo*. In consequence of those arrangements, the *Isis*, *Gorgon*, and *Dolphin*, with their respective convoys, fell down to Zandland Bay, and their captains had my directions to put to sea on the 17th instant.

“ The *Revenge* and *Aboukir* dropped down the same evening, and had the weather permitted, I should have followed with the rest of the line-of-battle ships: but on the morning of the 18th it again came on to blow very hard from the south west, which destroyed every prospect of getting to sea, and I therefore directed the fleet to moor.

“ That there should be less difficulty in the last embarkation of the army, Lieutenant-general Don and myself agreed to reduce the land force at Middleburgh and Flushing, the former to one hundred and twenty, and the latter to one hundred and thirty men; and we further determined to embark the field artillery, which took place on the 16th instant; I enclose for their lordships’ information a copy of my correspondence with the lieutenant-general on this occasion.

“ The disasters of the shipping during these late gales have been numerous: six sail are wrecked, of which number three are merchant vessels, but I have not been able to determine the loss of lives on this occasion.

“ On the 13th instant, the enemy opened their batteries on South Beveland, on the gun boats off the *Rammekins*; the distance was, however, too great to expect any success in an attempt to silence them, I therefore directed Captain Mason, of the *Fisgard*, who had charge of the advanced squadron in that position, to fall back.

“ Their lordships have already been apprized of the excellent arrangements of Commander Owen, for the naval defence of the *Scheldt* and

Terveere; nevertheless, the enemy has made several attempts to molest our flotilla in that navigation, but in all of which he has been foiled; the gallantry of the commanders, officers and seamen, under the directions of Captain Carteret, under all the difficulties to which they have been exposed, have been conspicuous, and as I expressed in my Memorandum on that occasion, "all have supported the character of British seamen." I have advised the commodore not to expose the gun-boats too much to the fire of the enemy, but to keep in a defensive position, in order to prevent a waste of ammunition.

"I enclose for their lordships' information the commanders communications connected with this important service, together with Captain Carteret's reports, and my memorandum, thanking these officers and men for distinguished behaviour.

"I have also cautioned Captain Cramer, who in the *Diana* commands the advanced squadron off Borealen, not to undertake any enterprize except the object should be of importance, to justify the risk of losing them; as I have just reason to admire the spirit of Captain Cramer's undertakings. I regret the failure of an attempt by the boats of the squadron under his orders on the enemy at Ellsvoety Dyke, in which some men were killed and wounded. Notwithstanding his want of success, and yet wishing to keep up this animating spirit to the future annoyance of the enemy, I have given out a memorandum, a copy of which is enclosed, expressive of my approbation of the exertions of Lieutenant Miller, and the officers and men employed under him.

"I have, &c.

"*J. W. Croker, Esq. &c.*"

"R. J. STRACHAN."

No. 23, dated Blake, Zoutland Bay, December 23, is a letter from Sir R. Strachan to Mr. Croker; in which Sir Richard announces his having put to sea, and cleared the Duerloo, that morning, without any accident; and that he was going to embark in the Flying Fish schooner, to return to the West Scheldt, to see the final retreat of the gun-boats.

No. 24, is the following letter from Sir R. Strachan to Mr. Croker, dated St. Domingo, Downs, December 27:—

"SIR,

"I had the honour to acquaint you, by his Majesty's ship Blake, that I should return in the Flying Fish schooner to rejoin the squadron in the Duerloo.

"I have now to acquaint you, that I made the signal from the Blake for the ships of the squadron to proceed to their respective destinations, according to the arrangements which I had sent you, and striking my flag I hoisted it in the Flying Fish; but soon after, finding that I could not regain the Duerloo, and being anxious about the flotilla in the Veer Gat, I shifted to the *Idas* cutter, sent the Flying Fish to the Duerloo, and proceeded to the Roompot, where I arrived at nine at night, and hoisted my flag in the Resolution. I found Commodore Owen had given orders for the retreat, and that part of the transports were dropped down; but the tide



not answering, the flotilla and ships of war (except the Clyde) could not get out. On the following day (24th instant) it was calm, and I went to the commodore, whose pendant was hoisted in the Cretan, stationed between Ter Veer and Armuyden. The enemy had increased his flotilla in the Woolversdyke Channel, but had been silent since the batteries had been destroyed. I left directions with the commodore to retire as soon as wind and weather would permit; and in the evening the wind springing up from the north-north-east, some divisions of the flotilla dropped out on the following morning (25th); it came on a gale from the west-north-west, and the dismantled flotilla was obliged to seek refuge in the Veer Gat. Commodore Owen had returned, and took up an excellent position under Deuttaak, extending his line to within gun shot of Ter Veer, to prevent the enemy taking possession of that battery or the dyke. The Pallas, several gun-vessels and transports had got on shore, but they were got off again. Finding the wind had set in from the west, I sent the Dover cutter to order the Fisgard, Diana, and Jason to join the commodore, so soon as the flotilla from the West Scheldt had got to sea, the numerous gun-vessels of the commodore's division requiring more ships of war to take care of them, but the same wind which prevented our getting to sea detained the division under Captain Mason in the West Scheldt. It continued stormy weather until the morning of the 26th, the wind veered to the north-east by north, and the weather cleared up: I accordingly sent to order the flotilla to leave its position, and as soon as day-light, made the necessary signals for the sailing of the Sabrina and Harpy, with their respective convoys; and soon after observing the Commodore coming out with the rear of the flotilla, I shifted my flag to the Idas, leaving orders with the commodore to proceed in execution of former orders and arrangements. At 8 A.M. I sailed to the mouth of the Duerloo to see whether the division under Captain Mason got out, and perceiving it under sail, I parted, in hopes to make the land of England by the evening. When I got half-channel over, I had the mortification to find the wind N.N.W. and had doubts whether the two squadrons could get out; but I have no uneasiness for the conduct of either Commodore Owen and Captain Mason, having proved themselves deserving of my fullest confidence. It is with great satisfaction I find the wind this morning from the eastward, and trust to-morrow the ships and vessels of the two divisions will arrive in safety at the ports of their respective destinations.

" I arrived here at 10 A.M. and have hoisted my flag in the St. Domingo.

" I have the honour to be, &c.

" R. J. STRACHAN."

" J. W. Croker, Esq. &c. Admiralty."

No. 25, from Sir R. Strachan to Mr. Croker, with Commodore Owen's account of the final evacuation of Walcheren, is given (from the Gazette) at pages 81, 82, and 83 of the present Volume.

No. 26, is unimportant.

No. 27, is the following letter and enclosure from Sir R. Strachan to Mr. Croker, dated London, January 20 :—

“ SIR,

“ I find I have omitted to enclose in my letter of the 13th August, a letter I have received from Sir Home Popham, detailing his proceedings with the flotilla under his orders, in the upper part of the Scheldt, which reflects great credit on this zealous and intelligent officer; and I beg leave to do justice to him, by requesting you will now lay it before their lordships,

“ I am, &c.

“ J. W. Croker, Esq.”

“ R. J. STRACHAN.”

(Enclosure referred to in No. 27.)

“ *Skyhawk with Flotilla, Three Miles below Lillo,*  
13th August, 1809.

“ SIR,

“ I have the honour to inform you, that I reached Batz the day before yesterday in the afternoon, just as the fort had forced six of the enemy's gun-boats on shore, five of which were burnt, and a sixth captured by the garrison.

“ In the evening one of their advanced vessels, mounting six guns, with sixty men, was cut off by the flotilla under my orders, and handsomely burnt by Captain Ryder; I followed the enemy as fast as the wind and tide would allow me, and I have now the pleasure of stating, that after a feeble attempt which he made yesterday and to-day by a distant cannonade to prevent our forcing him from the anchorage about two miles below Lillo, that the whole of his fleet and flotilla is now above the chain, which extends across the river to the fort of Liefkenshoek.

“ Were it not for the many witnesses to the fact, I should scarcely have a sufficient confidence in the result of my own observation to relate to you, that there is within three miles of Lillo a vice and a rear-admiral's flag flying, three sail of the line and three frigates with their top-gallant-yards across, and near seventy gun-brigs and luggers, besides a great number of armed vessels of every description, independantly of the other line-of-battle ships which are near Antwerp, and yet the enemy has suffered us to obtain this anchorage with so little trouble and scarce any loss, and retire altogether under the cover of his fortress.

“ I take this occasion to assure you that I have been exceedingly flattered by the marked zeal and exertion of every officer to carry into effect the different arrangements, which the intricacy of the navigation in the first attempt to sail up the Scheldt, and the position of the enemy, made it necessary to adopt.

“ I am, &c.

“ Sir R. J. Strachan, &c.”

“ HOME POPHAM.”

## PLATE CCCIX.

**C**INTRA, a town of Portugal, rendered memorable by a disgraceful convention between the British and French armies, in the year 1808, is situated about thirteen miles north-west of Lisbon. It lies in the province of Estramadura, between the mountains of Cintra, anciently called the mountains of the Moon, at the mouth of the Tagus.

Cintra contains four parish churches; and its population amounts to about 1,900.

The Moorish palace, of which a view is presented in the annexed plate, was built by King Joseph, some time subsequently to the year 1750. It occupies the site of a palace, actually built by the Moors, which was destroyed by an earthquake, in 1655. The present edifice is in the same style of architecture as the former.

## CORRECT RELATION OF SHIPWRECKS.

## No. XXXVIII.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

## LOSS OF THE HOPE, AND THE FROW MARTA.

**D**URING a severe gale of wind on the 2d of February, 1810, the Dutch galliot Hope, Lust, master, from Embden, for London, was driven on shore at Happisburgh Sand. Lieutenant Dennis, commanding the signal station at that place, on seeing her inevitable fate, and the perilous situation of her crew, seven in number, with an alacrity that did him the highest honour, hastened with ropes, &c. to save the sufferers. The vessel soon parted in the middle, but providentially the crew had assembled at the stern, which remained whole; a rope, with a barbed shot to it, was soon thrown to them, and by the shot securely fixing itself on the wreck, a boat was hauled over the surf; five of the crew and a passenger instantly availed themselves of it, and were brought in safety to the shore; nothing could induce the remaining person to venture into the boat, as the sea was running tremendously high, preferring to rely on his strength and dexterity in swimming for safety; but, alas! no sooner was the attempt made, than he was dashed by the following surf, and seen no more; nearly at the same instant the vessel went entirely to pieces.

On the same morning, the Frow Marta, from Delft to London (that had beaten over Happisburgh great sand, and there lost three of her crew) was driven, with only three hands on board, on Horsey oyster bank, at the distance of 200 yards from the shore. The Cox Femibles of Winterton

repaired with all possible expedition to their assistance, with the mortar, &c. but from no officer being present, or accompanying them, to see the directions fully attended to, their efforts nearly proved abortive, by a shot, rope, and preserver, being fired away without effect; reduced to an only shot, they at length effected a communication. The master immediately made fast the rope around his son, and then secured himself by the same, as did the passenger; thus prepared, they lifted up their hands, either as a signal of being ready to be hauled by the rope, or to implore goodness of Providence, and then consigned themselves to the infuriated waves; in the attempt the passenger became entangled with some part of the rigging that was hanging to the wreck. No language can here describe the distress of the scene to all who were present, by the struggles of the father and son, and the efforts of the parent to save his child. At last, by a presence of mind scarcely credible, the father took a knife from his pocket, and dis-engaged himself from the passenger, when himself and son were hauled in safety to the shore. The vessel soon after went into a thousand pieces, and the unfortunate passenger was buried in its ruins. Twenty-seven persons have now been saved within one month by this system.

## HYDROGRAPHY.

SOME account of a Chart, lately published by Arrowsmith, of *the Dangers in the Channel between Sardinia, Sicily, and Africa*, that had been surveyed by directions of the Lords Commissioners of the Admiralty, by William Durban, Esq. captain in his Majesty's navy. Dedicated to Lord Mulgrave.

This valuable Chart, which is printed on one sheet of double elephant paper, has been formed by Arrowsmith, in the first place, from the original surveys made by Captain Durban: and these consisted, 1. Of the very dangerous shoals of the Esquirques, in lat. 37 deg. 47 min. N. long. 10 deg. 46  $\frac{1}{2}$  deg. E. from the meridian of Greenwich, with the bank of soundings that surrounds it on all sides. The Esquirques are now found to consist of two reefs of very large rocks, bearing strong marks of being volcanic productions; and these reefs are about two miles north and south of each other. 2dly, Captain Durban surveyed Keith's reef and shoal, in lat. 37 deg 50  $\frac{1}{2}$  min. N. long. 56 deg. E. with another dangerous shoal, about three miles to the north of Keith's reef, the whole of which is now ascertained to consist of large detached rocks, on which his Majesty's ship *l'Atheniense* was lost; and on these rocks the water, with a swell, breaks; there is also at about half a cable's length to the westward, a dry reef of rocks. Captain Durban, in the third place, made a survey of all the dangers on the north-west coast of Sicily, between Trapani, and Marsala, with the adjacent islands and channels of Favigana, Lavanso, Formiche, the rocks of Porcelli, &c.

The remainder of this Chart, including the southern coast of the island



of Sardinia, from the isle of Toro, to Cape Carbonara, in Sardinia, is laid down by Arrowsmith, from accurate surveys and astronomical observations made by different officers in his Majesty's navy. The opposite coast, also, of Africa, from Cape Rosa to Cape Bon, including the island of Galita, (which may be considered as the leading mark for navigating the Channel between the Esquirques and Cape Bon) has been traced from accurate astronomical observations.

The following are the *sailing directions* for avoiding these dangers, which are printed on the Chart; and it is but justice in us to observe, that the dangers which have been thus explored and correctly ascertained, may be considered as a most invaluable acquisition to the intricate navigation of the Mediterranean.

"The Esquirques are surrounded by a bank of sand, the surface of which is chequered by patches of coral, with which the lead brings up large round stones, of a bright red colour; and although the depth of water by no means decreases regularly on approaching the rocks, yet, as no bank of the same extent exists in this Channel, the Esquirques may, by attending to the soundings here laid down, at all times be avoided. The passage between them and Cape Bon, which I have frequently examined, I believe to be perfectly safe. The current in the north-west stream of the Cape, generally runs to the northward, meeting that which sets over the Esquirques in a south or south-east direction. Keith's Reef consists of a ledge of large shelving rocks, nearly level with the surface of the water: it is steep too, except on the southern side, from whence projects a small tongue of sand.

"Ships bound up the Mediterranean, going the northern passage, should always endeavour to make the island of Toro, which is steep too, keeping in the latitude of Cape St. Vito, until the high land of the island of Maritimo is distinctly seen, and for which they may then, if bound through the channel of Malta, steer with safety. Persons unacquainted with the Channel between the island of Favignana and the Sicilian coast, should never attempt passing through it without a pilot. The Channel of Maritimo is free from danger: care, however, must be taken, coming out to the southward, not to close in too soon on the Sicilian shore, for fear of the Secca di Marsala. The south end of Maritimo just opens with Favignana, and is the leading mark to the shoal; when on it, you have the Castle of Marsala in one, with a remarkable white house, some distance to the northward of the town."—Captain Durban adds, "That the positions of the dangers laid down in this Chart, were determined from the mean result of six chronometers; their rates having been, previously, and after the survey was finished, carefully examined. The soundings were taken in boats, and laid down from angles taken from vessels anchored on the shoals."

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## NAVAL LITERATURE.

*Captain Foote's Vindication of his Conduct, when Captain of his Majesty's Ship Seahorse, and Senior Officer in the Bay of Naples, in the Summer of 1799. Second Edition, with Observations on the Rev. J. S. CLARKE's, and JOHN M'ARTHUR's, Esq. Life of Lord Nelson; and a previous Correspondence on that Subject.*

THE copious extracts which we have given, in earlier volumes of our work,\* from the first edition of Captain Foote's pamphlet, preclude us from again entering into a review of his conduct, in the Bay of Naples; particularly as we consider it, and as it is now generally allowed to have been, in every sense of the word, unimpeachable. The second edition, now before us, has been produced in consequence of certain remarks in Mr. Clarke's and M'Arthur's Life of Lord Nelson, which Captain Foote considers to be injurious to his professional character.

"The more deeply the mind of a man is impressed by any disgraceful conduct in the actions of another person," says Captain Foote, "the more anxious he must be to avert from himself the odium or criminality that might attach to that conduct. Such sentiments, and the avowal of the authors of the splendid life of Lord Nelson, 'that my vindication had become scarce,' urges [urges] me to presume so far on the indulgence of the public, as to present this second edition, with the greatest part of the correspondence which passed between the Rev. J. S. Clarke and myself, on the subject of his publication; together with such additions as have been drawn from me by the manner in which the affairs in the Bay of Naples, in the year 1799, have been treated in that work. If the transactions in question had been less important, if they had not imprinted an indelible stain somewhere, and if they had not drawn forth the animadversions of conspicuous characters, I might have been silent; but, when the result of what was done at that time involved the faith of a country celebrated for its untainted honour, it was impossible I should suffer so intolerable a load to be laid either on my intellects, or my integrity."

This pamphlet is divided into four parts:—*Vindication, First Part; Correspondence with the Rev. J. S. Clarke; Vindication, Second Part, or Additions in this new Edition; and Appendix, containing Letters, Capitulations, &c.*—The first and fourth parts were comprised in the former edition; consequently, it is only to the second and third, that our attention is now directed.

Captain Foote informs us, that his acquaintance with the Rev. J. S. Clarke began, upon the desire of that gentleman to communicate with him

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\* *Vide* NAVAL CHRONICLE, Vol. XVIII. page 321; and Vol. XIX. page 150.

on the affairs in Naples Bay, in 1799; and that, to justify the appeal here made to the public, he has found himself obliged to submit great part of the letters which passed between them.—We must confess that we decidedly object to the practice, which has of late been very common, of publishing private correspondence; for, with *private* correspondence the *public* have nothing to do; though, if it be forced upon their notice, their animadversions—perhaps not very agreeable to the parties—must be expected. It is fair, however, that we should listen to Captain Foote's "vindication" of *this* part of his "conduct."—"In this Correspondence," says he, "I have omitted whatever might concern either persons or things unconnected with the late publication; and, whatever may be said treating these letters as confidential, the readers will judge how far such a term would justify my withholding what seems so necessary to set the whole of the conduct of the authors of this attractive publication in a clear point of view, upon the only occasions on which the character of Admiral Lord Nelson has been found materially defective."

The correspondence between Mr. Clarke and Captain Foote commences with a letter from the former, dated February 23, 1807, in which the writer acknowledges the receipt of a packet from Captain F. and informs him that *it is his wish, that the whole of what he should publish, respecting the proceedings in the Bay of Naples, should be laid before Captain F. previously to publication, for him to alter, and to add to, as he may judge proper.* Mr. Clarke adds, that the opinion which he had then formed was briefly this:—

"First; on the 18th of June, or perhaps the next day, you (Captain Foote) received that most insolent and verbal reply from the Commandant of Uovo; 'Eloignez-vous, citoyen! vite! vite!' This you sent to Lord Nelson, who probably was some days before he received it. The insolence of the French Commandant was particularly calculated to set his natural, and most commendable hatred of Frenchmen, and particularly of Republicans, into a flame: in this state of mind he proceeds from Sicily, on board the Foudroyant, to the Bay of Naples. You, Sir, in the mean time, from prudential motives, and by your own declaration, contrary to your real sentiments, had signed the capitulation of Uovo and Nuovo, on the 23d of June, adding an admirable clause—to the Chevalier Micheroux:—'Je dois vous prevenir cependant que peu instruits des usages, et des prerogatives des nations relativement aux traités, et aux signatures, je reclame contre tout ce qui pourroit être contraire aux droits de sa Majesté Britannique, ou de la nation Angloise;' which you thus further explain in the statement of your conduct to Lord Nelson:—'I signed the capitulation, lest, on a reverse of fortune, or the arrival of the enemy's fleet, it might have been asserted, that my refusal was the cause of such misfortunes as might occur; and, because I considered that the Cardinal was acquainted with the will and intention of his sovereign; and the Count de Thurn had told me, that the Chevalier de Micheroux was authorized to act in a diplomatique character.'

"Second; in the mean time, Lord Nelson, with his mind highly irritated by the insult which you had received from Micheroux, enters the Bay of Naples, with its Sovereign on board: with whose will the Cardinal had not been acquainted, but had acted directly contrary to it.

"Lord Nelson, as commander-in-chief, and therefore the representative of his Britannic Majesty, felt that your signature of the capitulation, though done from the best motives, was in his opinion contrary to the rights of his sovereign; and therefore he, by signal, annulled the truce, the flag of which was yet flying; and which the clause you had so sensibly inserted, enabled Lord Nelson to do, without committing either his own honour, or that of his sovereign, or of casting the least reflection on your character.

"Third; the King possesses the right of annulling the sentence of any court of justice, and even of a court martial, after such sentence shall have been signed by the president and all the captains, without any injury to the character either of the president or the captains.

"Lord Nelson, as the representative of the King, and with the King of Naples on board, had certainly an equal power; the rebels were in consequence given up to the Neapolitan laws; and if they suffered too severely for rebels, and beyond what the rest had done, they must blame the duplicity of the Cardinal, and the insolence of the message of the Commandant; which by his own followers was deemed so repugnant to every feeling of honour, and the laws of war, as to have been the cause of his dismissal from the command.

"All the other capitulations from all the other forts in Naples, were faithfully and strictly observed by the English, because French influence had not produced a similar degree of insolence from their commanders.

"Such, dear Sir, are my leading ideas at present on this most difficult and delicate subject; yet still there is one circumstance on which I desire information; why were the prisoners in the castles of Uovo and Nuovo treated so very severely? and pray what did actually take place afterwards? Were the greater part hanged on board Neapolitan ships? Were they tried on board our ships by Neapolitan laws?—If you could find time to draw up a memoir of all that happened whilst you remained on that station, it would make an interesting part of the life; for you must remember many things that Nelson said and did, which otherwise will be lost."

In a postscript to this letter, Mr. Clarke informs Captain Foote, that he has heard that Harrison is going to publish a second edition of the book which originally called forth Captain Foote's "*Vindication*."—We really are surprised that the notice of either of these gentlemen should be so much engaged by such a trumpery, catch-penny publication.

Captain Foote, in his answer, writes as follows, under the date of March 11:—

"Your liberal and candid manner of acting towards me, demands the like conduct on my part, and I shall therefore, dear Sir, honestly tell you,



that I cannot see Lord Nelson's conduct relative to annulling the capitulation I had signed, in the same point of view that you do.

"The Commandant of Uovo was not a Frenchman, and as his companions in affliction had at the time shown every mark of disapprobation of his conduct, it was hard they should suffer for his misbehaviour; besides, my signing the Capitulation did away the circumstance altogether. Neither could the unfortunate garrisons of these castles be in any way responsible for the disrespectful or improper conduct of the Chevalier Micheroux, as he was acting on the contrary side; and again, I must observe, that my signing the Capitulation does away all that can be said on that head.

"Though I certainly disapproved of Cardinal Ruffo's indecision, and procrastination, and was not well pleased with the Chevalier Micheroux's conduct, yet I had, a few days before, strongly recommended to the Cardinal to try to get possession of the castles, by granting favourable terms to their garrisons, for reasons which you must have seen in my letters or papers.

"The attention you are now necessarily obliged to give to the first and second part of your work, has prevented your observing that Lord Nelson ordered me, on the *twenty-eighth* of June, 1799, to proceed to Palermo in the Seahorse, for the purpose of embarking their Sicilian Majesties; and though their Majesties preferred going to Naples in their own frigate, the *Sirena*, (lest, as General Acton told me, they might offend the few Neapolitan naval officers who had remained faithful to them) yet their Sicilian Majesties requested me to embark their treasure and staff, and to convey them; and being thus under my convoy, their Majesties arrived in Naples Bay on the *8th of July*; consequently the King of Naples was not on board the *Foudroyant* when that ship entered Naples Bay on the *24th of June*, unless *Lady Hamilton* possessed the power of representing that Sovereign in every point of view.

"Lord Nelson was not commander-in-chief in the Mediterranean; he had no commission of the kind, but was acting under the orders of Earl St. Vincent; and notwithstanding all you say on the subject, I am convinced Lord St. Vincent himself could not have broken the Capitulation I had signed, without disgracing the British nation by a breach of good faith!

"I am aware of our Sovereign's power as the head of all jurisprudence, but his Majesty's power does not extend to the enemies of his country; and capitulations have ever been sacred; otherwise, how could any foreign power ever confide in any other person than the King of Great Britain, or his immediate ambassador? for no other could grant a capitulation, but what some superior might annul; besides, in our own country, I believe, the Sovereign rarely, or [if] ever uses his prerogative to enforce the severity of a sentence; or, if his Majesty annulled the sentence of a court martial, declaring it was *infamous*, his Majesty would certainly injure the characters of the members who composed the court.

"Except with *Fora St. Elmo*, no capitulation was granted at Naples by Lord Nelson that I know of. As I finally left Naples Bay on the *11th of July*, I was not a witness of the disgraceful scenes that passed, though I have been made acquainted with most of them by those who were. I believe

it is but too true that the garrisons of Uovo and Nuovo were taken out of those castles under the *pretence* of putting the Capitulation I had signed into execution, (which, after having annulled the treaty, must appear truly singular; and that some of those unfortunate people were treated with great severity: none of them suffered death on board of the British ships, *but Carraccioli was tried on board the Foudroyant, bearing Lord Nelson's flag by Neapolitan officers.*

"Be assured, dear Sir, that the less is said about Lord Nelson's conduct in the Bay of Naples, the better; for, however great and noble on most occasions, his lordship was at that time absolutely infatuated!"

In Mr. Clarke's next letter, dated April 21, 1807, he wishes to have it understood, that the remarks which he had formerly submitted, were not to be regarded as expressing his "ultimate opinion on the very delicate and very difficult subject of Lord Nelson's proceedings in the Bay of Naples."—Alluding to Captain Foote's expressed intention of answering Harrison's book, Mr. Clarke says:—

"It is not for me, Sir, to presume to recommend you how to act; but allow me to say, that you seem to make Harrison of too much importance, if you answer him so decidedly as you intend. Every thing that I can say, to meet your feelings, shall be said in the *Life*: and besides this, if you wish to take a more decided method, if you will send me a memoir of your professional life and services, I will draw it up, and send it to a work *which myself and Admiral Payne originally brought forward*—the *NAVAL CHRONICLE*. This would be attended with no expense to you, and with little trouble; and thus, without your ostensibly coming forward, you would completely counteract Harrison's wretched insinuation."

We must here beg leave to observe, that this is the very first time that we ever heard of Admiral Payne\* having had any thing to do with the *NAVAL CHRONICLE*. Mr. Clarke, indeed, in a highly creditable manner, edited the three first volumes of the work, and formed the plan and arrangement which has since been continued for so many years: and in this he was probably assisted by the advice and experience of Admiral Payne, and of other naval officers.

From May 12, 1807, the date of Captain Foote's answer to the letter from which we have just quoted, till January 31, 1809, no farther epistolary intercourse appears between him and Mr. Clarke. In a communication of the latter date, Mr. Clarke thus writes:—

"I found the transactions in the Bay of Naples extend through such a variety of papers, and embrace so many objects, that it was in vain to think of sending you them. I trust, however, that I have throughout kept

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\* A biographical memoir of the late Admiral John Willet Payne, will be found in the third Volume of *The NAVAL CHRONICLE*, commencing at page 1.

your private feelings in view, and have faithfully remembered all that passed in the conversation we had together.

“ I must, however, acknowledge, that when I had gone over the mass of papers I had obtained, I could not bring myself to think, that Lord Nelson was so much to blame as you, and Lord Keith, and many others, thought him. I have, however, candidly, and I trust to you satisfactorily, stated both sides of the question ; and I assure you, if you had been my brother, I could not have taken more pains to gratify your feelings : and, as I hope to meet your approbation, I now wish to send the rough sheets respecting that part of Nelson’s Life, that you may read them over ; and I will then, if by any inadvertency or omission I have erred, take care to supply the deficiency, on your pointing it out, in the Appendix.”

Captain Foote afterwards declines *the offer of any insertion in the Appendix, as of inferior effect to what might be contained in the text* ; and, insisting that he could not have been imposed on by Cardinal Ruffo, as insinuated in the two sheets which had been submitted to his inspection, he apprizes Mr. Clarke of his intention “ *to associate*” his “ Vindication” with the “ Life of Lord Nelson,” about to be published.

The succeeding part of the correspondence evinces a radical difference of opinion between the writers, respecting the conduct of Lord Nelson ; and Captain Foote, considering the attempted vindication of his lordship, as reflecting a degree of obloquy on his own proceedings, persists in his intention of appealing to the public. His last note to this effect is dated on the 7th of June, 1809 ; when he observes that he shall wait, until he shall have carefully perused the whole of Messrs. Clarke and M’Arthur’s work.

As we have already observed, we entertain no doubt as to the correctness of Captain Foote’s proceedings, in the Bay of Naples ; and, certainly, he was at full liberty to controvert any statement which might be made, militating against the soundness of his judgment, or the integrity of his conduct. In the publication of the correspondence now before us, however, we cannot think him altogether justifiable. Mr. Clarke’s letters were evidently written in confidence ; some of them bear unquestionable marks of haste, and anxiety in the writer ; and he never could have entertained the remotest idea, that any of them would be obtruded on the public eye. If literary men, above all others, are to have their private and confidential letters thus dragged forth to public view, it is enough to make them fearful of trusting pen to paper ; or, what is worse, it may induce them, in their epistolary communications, to adopt a constrained and jesuitical mode of expression, totally at variance with the practice and feeling of honourable minds.

As a matter of opinion, if Mr. Clarke considered the conduct of Lord Nelson to be defensible, he had a right to defend it ; and if, by the promulgation of that defence, Captain Foote felt himself aggrieved, that gentleman had an equal right to submit his case to the public ; but we cannot conceive that, in such an instance as the present, one man is entitled

to publish the confidential letters of another, without the writer's consent.

Our remarks upon the second part of "Captain Foote's Vindication," published in consequence of the observations in Clarke and M'Arthur's "Life of Lord Nelson," must necessarily be postponed.

(To be continued.)



*The Life of Admiral Lord NELSON, K.B. from his Lordship's MSS. by the Rev. JAMES STANIER CLARKE, F.R.S. Librarian to the Prince, and Chaplain of his Royal Highness's Household; and JOHN M'ARTHUR, Esq. LL.D. late Secretary to Admiral Lord Viscount HOOD. Two Volumes, imperial quarto. Dedicated, by permission, to his Royal Highness the Prince.—Cadell and Davies.*

[Continued from Vol. XXII. page 495.]

**B**UT to return to our review of the principal military achievements of Nelson. At page 201, is given an account of Admiral Hotham's action in the Mediterranean, written by Captain Nelson, beginning from the 8th of March, 1795. We cannot but commend the disposition, which appears throughout the whole of this Life, to respect as far as is consistent with truth, the professional fame and character of other naval officers. After furnishing a most impartial account of this event, drawn up by the gallant captain of the *Agamemnon*, the following observations by him are inserted, preserved in letters to Captain Locker, and Mrs. Nelson. To the first captain he wrote as follows—"You will have heard of our brush with the French fleet, a battle it cannot be called, as the enemy would not give us an opportunity of closing with them; if they had, I have no doubt, from the zeal and gallantry that was endeavoured to be shewn by each individual, we should have obtained a most glorious conquest. Admiral Hotham has had much to contend with: a fleet half-manned, and in every respect inferior to the enemy; Italy calling him to her defence; our newly-acquired kingdom (Corsica) crying out might and main; our reinforcements and convoy hourly expected; and all to be done with a force by no means adequate to these services. The French were sent out as to a certain conquest; their orders were positive, to search out our fleet, and to destroy us, of which they had no doubt, if we presumed to come to action with them; their troops were then to have been landed, and Corsica retaken. However, thank God, all is reversed (page 203)." The other letter, to his wife, is thus introduced:—(page 206) "Captain Nelson was disappointed in his sanguine hopes of falling in with some of the enemy's ships, that had not been able to gain their ports, and his zealous mind, irritated at their escape, thus in imagination fought the late action over again, with the command vested in himself. "Fiorenzo, April 1, 1795, I am absolutely, my dearest Fanny, at this moment in the horrors, fearing, from our idling here, that the active enemy may send out two or three sail of the line, and



some frigates, to intercept our convoy, which is momentarily expected. In short, I wish to be an admiral, and in the command of the English fleet; I should very soon either do much, or be ruined. My disposition cannot bear tame and slow measures. Sure I am, had I commanded our fleet on the 14th, that either the whole French fleet would have graced my triumph, or I should have been in a confounded scrape. I went on board Admiral Hotham as soon as our firing grew slack in the van and the *Ca Ira* and *Censeur* had struck, to propose to him leaving our two crippled ships, the two prizes, and four frigates, to themselves, and to pursue the enemy; but he, much cooler than myself, said, "We must be contented, we have done very well."—Now, had we taken ten sail, and had allowed the eleventh to escape, when it had been possible to have got at her, I could never have called it well done. Goodall backed me, I got him to write to the admiral, but it would not do: we should have had such a day as I believe the annals of England never produced. I verily think, if the admiral can get hold of them once more, and he does but get us close enough, that we shall have the whole fleet. Nothing can stop the courage of English seamen. I may venture to tell you, but as a secret, that I have a mistress given to me, no less a personage than the goddess Bellona, so say the French verses made on me, and in them I am so covered with laurels, that you would hardly find my fallow face. At one period I am *the dear Nelson*, *the amiable Nelson*, *the fiery Nelson*; however nonsensical these expressions are, they are better than censure, and we are all subject and open to flattery."—In a subsequent letter to Captain Locker, Nelson gave the following testimony to the merit of the late Mr. Charnock's work, in five Volumes, *Biographia Navalis*, "From the little I have seen of Mr. Charnock's book, I think it a good thing, it will perpetuate the name of many a brave officer, whose services would otherwise be forgotten."

It is an extraordinary circumstance, and one that is well worthy of the attention of our valuable Correspondent A. F. Y. that no allowance is ever made to such of our brave naval officers as are obliged to serve with the army on shore, similar to what the officers in the latter service receive. An instance of this occurred in Nelson's life during the year 1795 (Vol. I, page 212). "The little notice which his sanguine mind imagined had been taken of his arduous services, at the sieges of Bastia and Calvi, weighed at this time considerably on his thoughts. The additional expense which voluntary offers to serve on shore had occasioned, certainly deserved some remuneration: during four months of hard service in that hot climate, all his ship furniture, (from his own acknowledgment) owing to the movements of a camp, was totally lost. Accordingly, on the 8th of April, he addressed a letter to the Hon. W. Wyndham, then secretary at war; in which Nelson said, 'I have been waiting for Lord Hood's arrival in these seas, that his lordship might have supported my application for an allowance, which, I believe, from my present length of service on shore, will be considered as just.' After recapitulating his various and fatiguing services at the sieges of Bastia and Calvi, he added, 'I trust I do not ask an improper thing, when I request, that the same allowance may be made to

me, as would be made to a land officer of my rank; which, situated as I was, would be that of a brigadier-general, or else, my additional expenses paid me. I have stated my case, Sir, plainly, and leave it to your wisdom to act in it, as is proper.'—Not to interrupt the subsequent narrative, Mr. Wyndham's answer is in this place subjoined, dated War Office, July 21, 1795. 'Sir, I have the honour to acknowledge the receipt of your letter of the 8th of last month, and to acquaint you, that no pay has ever been issued under the direction, or to the knowledge of this office, to officers of the navy serving with the army on shore.'

The next great military event in the Life of Nelson, was his co-operation with the Austrian general, in Vado Bay. On the very first receipt of his orders on this service, by which his little squadron was to be regulated, we find him immediately detecting the insufficiency of the orders he had received, and using every exertion to open the eyes of his government to those injuries which the general cause sustained by the frauds of neutral vessels. (Vol. I. page 221—223). And here another most important subject is noticed, which we also recommend to the attention of our Correspondent, A. F. Y. viz. The great obstacles which are opposed to a captain of the navy, by his being liable to prosecution for detention and damage, and the danger of agents becoming bankrupts. Captain Nelson dwells on this in his letter to Mr. Drake, (pages 219, 220). The whole of his services in the Vado campaign, had hitherto been little, if at all noticed. He thus speaks of his entering on this new career, in a letter to Mrs. Nelson, dated July 24, 1795:—"What changes in my life of activity! Here I am, having commenced a co-operation with an old Austrian general, almost fancying myself charging at the head of a troop of horse. Nothing will be wanting on my part towards the success of the common cause. I have eight sail of frigates under my command; the service I have to perform is important, and, as I informed you a few days ago from Genoa, I am acting not only without the orders of my commander-in-chief, but in some measure contrary to them. However, I have not only the support of his Majesty's ministers, both at Turin and Genoa, but a consciousness that I am doing what is right and proper for the service of our King and Country: political courage in an officer abroad is as highly necessary as military courage. The above-mentioned ministers want the admiral to give me an order to wear a distinguishing pendant. The Austrian army is composed of 32,000 of the finest troops I ever saw; and the general when he gets to Nice, will have the baton of a field-marshal: What shall I get? However, this I can say, that all I have obtained I owe to myself, and to no one else, and to you I may add, that my character stands high with almost all Europe; even the Austrians knew my name perfectly. When I get through this campaign, I think, myself, I ought to rest. I hope to God the war will be over, and that I may return to you in peace and quietness. A little farm, and my good name, form all my wants and wishes."

It is impossible even to notice the various important information which the history of this and the subsequent Italian campaign contains. It throws much light on many events that had previously been but little known, and

makes us well acquainted with the character and conduct of the Austrian commanders. We are also enabled to trace the quickness with which Nelson foresaw, and the perseverance with which he thwarted the projects of Buonaparte; who is thus introduced to the notice of the reader (Vol. I. page 25!) "Such was the general state of Italy, when the destroying genius of Buonaparte was sent to consummate its misery. Having through the means of Barras, and a marriage with the lady he recommended, obtained the command of the French army in Italy, this young and enterprising general arrived at his head quarters early in the spring of 1796. General Beaulieu was appointed, after some time, to the command of the Emperor's forces, and General Colli continued at the head of the Sardinian troops."—A general account of the disastrous Italian campaign in the spring of 1796, is given by Captain Nelson (Vol. I. page 273) in a letter to H. R. H. the Duke of Clarence, and this is preceded by the following observations of the biographer. "The age of the Austrian general, Field Marshall Beaulieu, who was upwards of 70, though, as Nelson observes in one of his letters, he still possessed the fire of youth, which for a short time changed the character of the campaign, must have rendered him a very unequal match to the enterprising spirit of Buonaparte, who had scarcely attained his 26th year. His rapacious love of plunder, and desperate fortunes, made him prodigal of human blood, and regardless of the means by which he promoted his own views and the wishes of his republic. Like *Caliline*, he possessed a tongue that could explain, and a hand that could execute. (*Oratei consilium ad facinus aptum: consilio autem neque lingua, neque manus decrat.*)"

After giving with much interest an account of the blockade of Genoa and Leghorn, and proving, from unquestionable \* documents, (Vol. I. page 283) particularly by two letters from Sir John Jervis to Lord Bute, and Mr. Secretary Jackson, at Turin, that the French made a custom of selling their Austrian prisoners to the Spaniards, who transported some of them to their mines in South America, and selected the best for recruits; we then come to Captain Nelson's successful attack of the island of Elba, in July, 1796, (page 297.) On the 15th of August, Nelson was established a commodore, with a captain under him, when his mind was soon occupied in suggesting plans for the defence of Corsica against the powerful preparations of the French; and also in drawing up spirited remonstrances against the duplicity and treachery of the Genoese (pages 311—320). Here again new light is thrown on many important events in the French war; which it is impossible for us to notice. Commodore Nelson's plan for the evacuation of Corsica, as sent to Sir J. Jervis, is dated October 3, 1796, (page 323) and at page 322, an account of the evacuation of Pastia is given by the commodore, in a letter to H. R. H. the Duke of Clarence: and this was succeeded by the evacuation of Porto Ferrojo in the island of Elba, (page 326) on which service Nelson hoisted his broad pendant December 10th, 1796, on board the *Mincere*, Captain G. Cockburn, who has lately so much distinguished himself in the taking of Martinique.

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\* *Vide* NAVAL CHRONICLE, Vol. I. page 476.

The remaining pages of this interesting Volume are occupied with an account of the events which led to the battle of the 14th of February, 1797, and a minute detail of such parts of that action as relate to the gallant commodore. (Pages 343—359). Nelson's own remarks relative to himself, which had already been published, are now given from a more circumstantial and animated account, which he sent to his friend the Duke of Clarence, (page 349). We have also the following letter addressed after the action to his wife, (page 355). "The more I think of our late action the more I am astonished; it absolutely appears a dream. The *Santissima Trinidad*, of four decks, lost 500 killed and wounded; had not my ship been so cut up, I would have had her; but it is well, thank God for it. As to myself, I assure you I never was better, and rich in the praises of every man, from the highest to the lowest, in the fleet. The Spanish war will give us a cottage and a piece of ground, which is all I want. I shall come one day laughing back, when we will retire from the busy scenes of life: I do not, however, mean to be a hermit, the Dons will give us a little money. If my father should at any time wish for any part that is in my agent's hands, I beg he would always take it; for that would give me more real pleasure than buying house or land."

In the course of this splendid edition of Nelson's life, the letters of the different officers, with whom he served, that were addressed to him, are occasionally inserted, which enables the reader to judge of their various characters, and gives a considerable variety to the narrative: and to these are sometimes added the letters which he received from intimate and early friends, on the accomplishment of his great military actions; as well as the praise and parental advice of his aged parent. We shall conclude the present article, which has extended to a review of Nelson's professional achievements throughout the first Volume; with a congratulatory letter from the wife of his early patron, Admiral Sir Peter Parker, after the action of the 14th of February, 1797, and with an extract from the admirable epistle of his father, with which the second Book and first Volume concludes:—"My dear Nelson, I cannot let Sir Robert Calder sail from hence (Portsmouth) without writing you a few lines. There are no expressions in the English language, that I am acquainted with, equal to convey the idea which I have of your gallant and meritorious exertions in your country's cause upon all occasions. Your conduct on the memorable 14th of February, a proud day for Old England, is above all praise; it never was, nor ever can be equalled. All that I shall say, is, that your mother could not have heard of your deeds with more affection, nor could she be more rejoiced at your personal escape from all the dangers to which you were exposed on that glorious day. Long may you live, my dear Nelson, an ornament to your country and your profession, is the sincere wish of your old commander Sir Peter, and myself, and every branch of our family. Pray offer my most affectionate regards to your truly able and gallant commander-in-chief; he shall henceforth be my Valentine. I must request you also to remember me to dear good Collingwood in the kindest manner, I am very happy at the glory he has gained: remember me also to



George Martin, and the whole of the invincible fifteen that I have the honour of knowing. God bless you, my dear Nelson, your affectionate and sincere friend, Margaret Parker."—His father's letter thus concludes—"A wise moralist has observed, that even bliss can rise but to a certain pitch, and this has been verified in me. The height of glory to which your professional judgment, united with a proper degree of bravery, guarded by Providence, has raised you, few sons, my dear child, attain to, and fewer fathers live to see. Tears of joy have involuntarily trickled down my furrowed cheek. Who could stand the force of such general congratulation? The name and services of Nelson have sounded throughout the city of Bath, from the common ballad singer to the public theatre. Joy sparkles in every eye, and desponding Britain draws back her sable veil and smiles. It gives me inward satisfaction to know, that the laurels you have wreathed, sprung from those principles and religious truths which alone constitute the hero; and though a civic crown is all you at present reap, it is to the mind of inestimable value, and I have no doubt will one day bear a golden apple."

The remainder of the first division of our review of Nelson's principal achievements, throughout the second Volume, will, we trust, be comprised in our next number; and we shall then take a view of his public character as a naval officer, and of his private one as an individual, from the Volume before us.

(To be continued.)

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### Naval Poetry.

The heart's remote recesses to explore,  
And touch its springs, when Prose avail'd no more.

FALCONER.

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### EXTRACTS FROM THE DELUSIONS OF HOPE,

A POEM.

*Fifty-three Pages, 12mo. Anonymous. 1806. Cadell and Davies.*

\* \* A copy of this Poem, which has great merit, was sent us some time since, from a gentleman in the Royal Navy; and we have many apologies to make to the author, that it has not been noticed before. If we are correct in our supposition, the author is in the medical department, and was some time since promoted one of the physicians to the fleet: if this supposition be correct, we may add, that the goodness both of his head, and heart, have long merited this advancement, and must add a value to his compositions.

EXTRACTS.

7.

**T**HAIN would these themes, oft sung, the muse employ;  
For dear to her the thick embowering shade,  
The straw-thatched cot, the scene of humble joy,  
The artless ballad of the village maid

Of ruddy cheek, the music of the glade,  
 Nature's wild song ! and sunburnt whistling swain,  
 By ample produce of the year repaid :  
 But pity tunes a solitary strain,  
 Due to the sigh-swollen heart, long worn by many a pain.

## 8.

Oh, unfrequented is the cell where leans  
 Misfortune o'er the meagre babe she rears,  
 Bared is her milkless breast in vain,—she weans  
 Her hectic nursing with a mother's tears ;  
 She cannot sleep, and still-lipped silence hears  
 All day, and all the night, her restless sigh ;  
 No friendly voice her widowed bosom cheers,  
 No ray of hope beams in her reddened eye,  
 Or visits her pale cheek the starting tear to dry.

## 9.

Orphan of winter, thus the snow-drop peeps,  
 The first and simplest of the flowery throng ;  
 From the encircling snow it modest creeps,  
 And rears its head the northern blasts among.  
 I, like the lonely emblem of my song,  
 So patient still, though angry storms assail :  
 For, like the flower, to misery's child belong  
 The drooping head, and cheek so wondrous pale,  
 Cold, shuddering, shelterless, amidst the inclement gale.

Mark where the oak its branching arms extends,  
 And from the blast yon humble cot defends . . .  
 And now they issue from the cottage door,  
 A healthy round-cheeked progeny, though poor.  
 Of manners rude, the thoughtless peasant boy,  
 Whistling unconscious, shares the general joy ;  
 And from the pasture drives the lowing cows  
 To yon green bank o'erhung with hawthorn boughs,  
 Where Susan waits, the fairest of the green,  
 Their eldest pride, and beauty's sylvan queen.  
 White rise the foaming streamlets in the pail ;  
 And, as she milks, she sings some artless tale :  
 “ As how, deceived by vows, some luckless maid  
 Was of her heart by cruel man betrayed ;  
 Her faithless lover fled far o'er the sea,  
 And left the hapless girl to misery.”

And ever, as she sung, a stealing sigh  
 Burst from her breast ; and in her jetty eye  
 The dewy gem a moment trembling staid,  
 Then down her ruddy cheek unbidden strayed.

Ah may no stranger in poor Susan's breast  
 E'er cloud her days, or rob her nights of rest.  
 Sad her bewildered fate, who's doomed to prove  
 Without return the pangs of secret love.  
 Like her, I've heard, in some leaf-tangled bower,  
 The love-lorn nightingale her sorrows pour  
 The cold night long; and oft the saddening strain  
 Now paused awhile, and now went on again.  
 But ah! the little warbler lived not long:  
 No food she sought, yet still at eve she sung:  
 Her roving wanderer ne'er returned again,  
 All day she grieved, all night she mourned in vain;  
 Then from her once-loved nest away she hied,  
 Till weary, down she sunk, and shivering died.

## PART II.

On the smooth bosom of the reflux tide,  
 The ship adventurous ploughs her trackless way,  
 A towering castle! But the storm descried,  
 Whose threat'ning voice the swelling waves obey,  
 With canvas furled, and stript of banners gay,  
 She flies before the gale: Thus visions bright  
 Of hope delusive youthful eyes survey;  
 But, while they gaze enraptured with delight,  
 Clouds 'whelm the floating imagery in darkest night.

The following scenery would seem to have been presented to this ingenious writer, whilst he served on board his Majesty's ship B—— in the Mediterranean:—

## 39.

There, when at eve the clear-eyed sun resigns  
 His empire to the silvery-bosomed queen,  
 The west one sheet of bright vermilion shines,  
 Where massive rocks, and hills, and vales are seen,  
 With fairy isles, and azure lakes between;  
 And here, and there, some farmer of the skies,  
 His cottage rears upon a spot of green,  
 While, scatter'd 'mid the magic landscape, rise  
 The spring and summer's bloom, and autumn's richer dyes.

## 62.

For ah! Prosperity's a summer beam,  
 And changeful as the star-bespangled sky;  
 Where now the rainbow's beauteous colours gleam,  
 And now the rushing storms impetuous fly  
 O'er the cœrulean-bosom'd canopy:  
 Or as the varying dawn of April, born  
 With rosy blush, and softly sparkling eye;

But scarcely short-liv'd smiles her face adorn,  
Ere clouds destroy the sunshine of her opening morn.

In speaking of a friendship, which commenced whilst he remained on the Mediterranean station, the author says—

79.

On Nile's fam'd shore, where science, yet a child,  
First from her cradle sprang ; and fearless threw  
Her ardent gaze on the red sun, and smil'd—  
Where embryo arts to adolescence grew ;  
Where sea-nurs'd commerce pointed to the view  
Her hundred cities, on the isle-clad wave ;  
Where the two Epic sires proud Ilion drew,  
And where to marble Athens sculpture gave  
The breathing bust, and matchless column'd architrave.

80.

Our friendship form'd : and trust me, in my breast  
Thy welfare ne'er shall diminution know,  
Though absence transient passions lulls to rest,  
Though age and grief may strew my hairs with snow,  
Thou closer to my heart from time shalt grow . . .

The length of these extracts is the best proof of the estimation in which we hold this Poem, and which we believe it is a first attempt. The following address, more particularly to those in the British navy, does honour to the author's heart :

Banish thy breast those passions that declare  
The soul contracted, low, ungenerous, blind,  
They seek thy misery : but cherish there  
Integrity, and love of human kind,  
Whate'er ennobles and expands the mind ;  
And would'st thou make a palace of a cell,  
Around thy heart O let contentment dwell.



#### ON THE DEATH OF LORD COLLINGWOOD.

WHEN laurel'd NELSON on TRAFALGAR's day,  
Beheld his friend to glory lead the way,  
With glowing heart, the noble hero cried,  
" See GALLANT COLLINGWOOD THE LINE divide !"  
Such were his words, in exultation given,  
Ere VICTORY bore her glorious son to Heaven !  
Well was he call'd GREAT NELSON's honour'd friend,  
Who shar'd his triumph, and partook his end.



Each died for ENGLAND—One, in battle's roar;  
 The other, 'ere he reach'd his native shore.  
 To both, BRITANNIA, grateful honours yield;  
 NELSON thy thunderbolt! his friend thy shield!  
 In the same monument let both appear,  
 And where you plac'd THE LAUREL—shed THE TEAR!

April 20th, 1810.

WILLIAM THOMAS FITZGERALD.

## NAVAL HISTORY OF THE PRESENT YEAR, 1810.

(*March—April.*)

### RETROSPECTIVE AND MISCELLANEOUS.

**B**UONAPARTE'S marriage with the Archduchess Maria Louisa, daughter of the Emperor of Austria, took place at Paris on the 1st of April. Astonishing as it may seem, the Archduke Charles, recently the most formidable opponent of the French, officiated as his proxy at the ceremony which was previously performed at Vienna!!

An important treaty has been concluded between France and Holland, which, if our limits will allow, shall be inserted in a subsequent part of this Volume. From the United Provinces this Treaty separates, and unites to France, the whole of Zealand, Dutch Brabant, &c. formally placing Buonaparte at the head of the navy, and giving him the administration of the naval law of all the other provinces, of which Louis is still permitted to continue the administrator. But the article of most consequence to foreign powers in this treaty is that which relates to America; by which Buonaparte places under sequestration not only the American merchandise which has reached the ceded provinces of Holland, but also that which has been imported into the rest of the United Provinces, since the beginning of 1809. All this is to be made over to him as a pledge for the submission of America—"in order," as the Treaty states, "*to his disposing thereof according to the state of his relations,*" with that country.

The Dutch government, we understand, has granted licences to neutrals, under certain restrictions.

A Proclamation of the Swedish government directs, that no British goods shall be admitted into Swedish ports after the 24th of April. Having acceded to the *Continental System*, as it is called, Sweden abandons the right of importing Colonial produce, which was reserved by the Treaty with Russia, and now agrees to import nothing but salt.

In a late Dutch paper, a very important Decree of the Danish government is noticed, by which it appears, that the Court of Copenhagen has resolved to carry into practice the principle, that "free bottoms make free goods."—It is stated, on the authority of a letter from Copenhagen, that the Danish Chancery has issued an order relative to captures and prizes, and which among various new regulations contains the following:—Letters of

marque shall henceforth be given only to Danish citizens, and for vessels carrying guns, and having crews suitably armed. None but experienced seamen to have the command of privateers. Securities to be given by the captains for the compensation of damage done by the improper exercise of their authority. No ship to be taken within the jurisdiction of friendly or neutral states, which jurisdiction is, according to the common acceptance, understood to extend one nautical mile from the land. With respect to the Sound, it is particularly directed that captures shall not be made under the Swedish batteries, nor within gun-shot of the Swedish coast. Whereas *free ships make free goods*, no vessel belonging to a neutral or friendly power can be detained, to whomsoever the cargo may belong, provided the ship's papers are found to be good, and the vessel is not laden with contraband of war for England, or is not in other respects of suspicious character. On the contrary, if the ship be not free, it follows as a consequence that the cargo is not free. English ships, smugglers' ships having false papers, carrying goods contraband of war, or sailing under the protection of English convoys in the North Sea and the Baltic, are good prizes.

A gentleman who recently left Paris has brought an official account from the American Consulate at that city, of vessels, bearing the flag of the United States, which have been confiscated or sequestered in the ports of France, Spain, Holland, Italy, and Naples, within the last year. They amount altogether to upwards of 140. These exactions, robberies, and insults, appear to be endured by the American government with a patience beyond all Christian example. The gentleman alluded to, however, states, that it was the prevailing opinion at Paris, that war between France and the United States was inevitable; but General Armstrong had not taken his departure so late as the 12th of April.

The first reports, of Ceuta having been taken possession of by the English, were incorrect. That post, however, is now occupied by a British garrison. "We have frequently pointed out," says a writer in the *Prior* newspaper, "since the commencement of the struggle for the independence of Spain, the value of this post, which, with Gibraltar, assures to Britain the perfect knowledge and command of the ingress and egress of the Mediterranean. Its utility in this view has long since struck the provident mind of that penetrating and able officer, Sir Sidney Smith, who, we believe, repeatedly made representations to government on the subject, during the life of Mr. Pitt."

The following extract of a letter from the Cape of Good Hope, dated January 21, is important:—"The *Boadicea* frigate arrived here yesterday from off the Mauritius, where she left our fleet on the 4th instant. She brings intelligence of the French frigates, which had been cruising in the Indian Seas, having succeeded in getting safe in with four prizes, one apparently a large Indiaman, which we chased on shore at the Black River; an unsuccessful attempt had been made by the boats of the fleet to destroy her. The French fleet that has got safe in, and were chased by our fleet on the morning of the 2d instant, consists of four frigates, with four prizes, and as we know of only three French frigates being on this station, viz.

Bellona, la Manche, and Cenus, some apprehensions are entertained of the other frigate being the Piedmontaise, which was reported in India to have been captured by two French frigates. It is however possible, that they may have been joined by another French frigate from Europe. The *Raisable* is expected here in a few days from the fleet, and by her we expect to have some further particulars."

## Imperial Parliament.

HOUSE OF COMMONS, MONDAY, FEBRUARY 19.

**L**ORD COCHRANE rose to make a motion, relative to the enormous expenses incurred in the Admiralty Courts, by the captors of ships, in getting their prizes condemned, &c. After animadverting on these, and on numerous other abuses, he observed, that he wished to arrange the papers he should move for under three heads—those relating to the abuses in the Admiralty Courts; those relating to compromising the droits of the Crown and Admiralty; and, lastly, abuses which went to compromise the interests of Greenwich Hospital. At present he should confine himself to the first of these.—He therefore concluded with moving for "a copy of proceedings of the prize agents in the case of condemnation of the *Sarah Christiana*, and several other captured ships."

Sir *William Scott* contended, that the Court of Admiralty was not accountable for the exorbitance of any charges that might be made by agents. Though these accounts were lodged in that court, government was not responsible for them. It was for the noble lord, or any other person who employed those agents, to examine their accounts, and to complain in the proper place if they were deemed incorrect.

Sir *Charles Pole* coincided with the noble lord in many of his animadversions on the conduct of the Court of Admiralty, and observed, that it was no easy matter to get justice from that court. Instead of condemning vessels in favour of the captors, they were sometimes condemned as droits, unless the captors consented to pay the 30 per cent. Abuses did exist, and many of these were owing to the King's proctor being employed only in cases of prizes taken by ships of war. He saw no reasonable objection that could be offered to more proctors being employed.

Sir *John Nicholl* said, he had the authority of the King's advocate, that his income for ten years had not been at an average more than 7,000*l.* per annum, and a large portion of that did not arise from the navy, but from his other employments in cases of Excise, Customs, &c. The whole he derived from the navy did not amount to 4,000*l.* a year; but suppose it were more, it could not be thought too much, considering the attention, the talents, and application that were necessary. The King's proctor had no more fee than the most insignificant privateer paid to any other proctor, and the fees were now lower than during the whole period of the American war.

The *Chancellor of the Exchequer* wished to have an opportunity of discussing the question, but thought it unnecessary to load the table with so many papers as those moved for by the noble lord. The discussion might be introduced from any one of the cases mentioned.

Lord *Cochrane* then moved, that there be laid before the House an account of the sale of the ship *Two Sisters*, captured by the *Eliza*; and a copy of the authority under which the King's proctor acts, dated the 29th of March, 1779.—Ordered.

On the motion of Mr. *Rose*, a copy of an order of his Majesty in Council, directed to the Lord High Admiral of England, directing the adjudication of captured vessels, was ordered to be produced.

Lord *Folkstone* called the attention of the House to the Narrative of the Army under Lord Chatham in the late Expedition, presented by the Chancellor of the Exchequer this day to the House. In his opinion, that document ought not to be received by the House, on account of its irregularity. It appeared to have been presented by Lord Chatham into his Majesty's own hands, instead of being regularly transmitted through a secretary of state, or the commander-in-chief. It was not authenticated, and who was to be responsible to the House for its contents?

Sir *Home Popham* said, the Narrative then before the House, in his opinion, reflected so strongly on the conduct of a gallant admiral, that no naval officer would be satisfied with it. He had read it with attention, and one passage went to state, that a change in the intended operations at Walcheren was one of the causes of the failure of the Expedition. Sir Richard Strachan had changed the course proposed for landing the troops. The gallant admiral had, however, submitted his intention to Lord Chatham, who had approved of it *in toto*. He was certain the gallant admiral would be able to defend his conduct, to the satisfaction of every officer in the service, and also prove that he had acted so as to meet the approbation of the Noble Earl, who had thrown down the apple of discord for the notice of every naval officer.

The *Chancellor of the Exchequer* at length moved, that the paper should be referred to the committee, which was agreed to.

#### TUESDAY, FEBRUARY 20.

Mr. *Robert S. Dundas* moved, that a select committee be appointed to inquire into the affairs of the East India Company, and to report their opinion on the same to the House.—Ordered.

#### FRIDAY, FEBRUARY 23.

Mr. *Whitbread* observed, that as he saw more members in the House than there were this morning, when the examination of Lord Chatham before the committee closed, he should submit a motion to the House. Lord Chatham being asked if he had delivered any other papers than those before the House, his Lordship declined making any answer. Now, although the House had no power to press Lord Chatham for an answer, yet the House might address the King for copies of all papers delivered by Lord Chatham to his Majesty. It was now no longer a matter of dispute



whether an authenticated paper delivered to the King by Lord Chatham should be laid before it; as the House had already decided in the affirmative. It appeared Lord Chatham arrived in England before the termination of the Expedition. In all the despatches sent home by him, there was not a word against the navy; but, on the contrary, the strongest expressions of approbation. In the Narrative, however, given in by him to the King, he there made such charges against the navy, that the two services were completely committed; a thing the most ruinous to the interests of the country that could be conceived. Could there be a greater breach of trust than thus stating one thing in public, and the contrary in private? Had this Narrative been before the King when the City of London presented its Address, was it possible to suppose that the King would have returned such an answer as he did. Now, was it not possible that some other papers might have been presented to the King, and ministers know nothing of them. Here was a charge privately made in the King's closet against the most gallant men in the country. Never was any thing more mischievous or unconstitutional, than such a secret accusation, and such a system of favouritism. Who could tell that papers containing more serious accusations were not now lying in the King's closet? And from Lord Chatham's refusal to answer the question, he was at liberty to infer that such secret accusations were made; and in justice to Sir R. Strachan, such papers ought to be produced.—The Hon. Gentleman then moved an Address to his Majesty, for the production of such papers.

Mr. *Secretary Ryder* observed, that there neither was, nor had been in any office under government, any paper or narrative relating to the Expedition, except what was already laid before the House. And as he was not aware of the existence of any such, he wished to ask if the House wanted to search the private *escrutoire* of his Majesty! (*Hear! hear!*) Therefore, as there was no ground for such a motion, he could not accede to it.

Mr. *Ponsonby* spoke strongly in support of the motion. If the secretary of state did not know where to find the papers now moved for, pray where did he find the private paper lately laid before the House? Here was now the person and honour of the Sovereign interposed between him and his ministers, for the protection of the latter. It was no part of his Majesty's character to conceal any thing of this kind; but it was done by ministers to protect their own imbecility; for it was at once as inconsistent with his Majesty's character, as it was consonant with the dark intrigues of his advisers, to carry on such a system of concealment.

Mr. *Perceval* observed, that the paper already delivered in, was, to his knowledge, in the hands of the secretary of state before the 15th, and therefore it was not an official paper, in official custody. But if any other paper did exist at all, it did not exist in such shape as to enable the officers of the crown to exercise any power over it. Had he seen the narrative in question before the answer was given to the City of London, he had now no hesitation in saying, that there was nothing in it that could have induced him to advise the King to give any other answer.

Sir *Home Popham* said, that much wrong would arise to Sir *Richard Strachan*, if the paper called for was not produced. If ministers would say, that no such paper existed, he would be satisfied; but if it existed, he implored the House for the gallant admiral's sake, to agree to the motion; and he implored ministers to allow the paper to be produced. It was said, the *Narrative* contained no reflection on the gallant admiral; but he could assure the House, that the gallant admiral did conceive that a deep reflection had been thrown on him; and that every officer in the fleet considered his individual character implicated. (*Hear! hear!*) This was a question of justice to a man who was the idol of the service, and of his country. Who could tell what further papers might be produced? He cared not in what bureaus or pigeon-holes the paper was deposited; but he knew that it did exist—every body did believe that it did exist; and every one felt, as if by one common cause, that the paper ought to be produced. The gallant admiral had taken him (Sir *H. Popham*) into his confidence; and he was now discharging his duty to him, as well as to his country. It appeared by Sir *R. Strachan's* letter, that he offered Earl *Chatham*, if necessary, to go up to the walls of *Flushing*, and bombard the town. Was this any proof of backwardness or delay on the part of the gallant admiral. It appeared that his letter to Lord *Chatham* had been secreted for four months. Now, was it not necessary after this, and other things, to grant the paper called for?

General *Loftus* asked whether, after the letter written by Sir *R. Strachan*, on the 17th of September, it was possible for Lord *Chatham* to do otherwise than he did? He desired any man to shew that there was the slightest insinuation against the navy in that statement which the Noble Earl was obliged to make in his own justification. Sir *Richard Strachan* had applied for a copy of the *Narrative*; but was unable to procure an official copy of it, and was told that he might have an opportunity of presenting another *Narrative* in like manner.

Mr. *Tierney*, Sir *S. Romilly*, Mr. *Bathurst*, and Mr. *Canning*, supported the motion; and Mr. *R. Ward*, Mr. *R. Dundas*, Sir *J. Anstruther*, and the *Attorney* and *Solicitor-Generals* opposed it; and, after an able reply from Mr. *Whitbread*, the House divided:—For the Address, 173—Against it 171.—Majority against Ministers, 7.

#### MONDAY, FEBRUARY 26.

The *Chancellor of the Exchequer* stated at the Bar, that his Majesty had been waited on with the Address of the House, respecting the Earl of *Chatham's* narrative, and had returned the following answer:—

The Earl of *Chatham* having requested his Majesty to permit him to present his Report to his Majesty, and having also requested that his Majesty would not communicate it for the present, his Majesty received it on the 15th of January last, and kept it till the 10th of this month, when, in consequence of a wish having been expressed by the Earl of *Chatham*, on the 7th of this month, to make some alterations in it, his Majesty returned it to the Earl of *Chatham*: The Report as altered was tendered to his Majesty by the Earl of *Chatham* on the 14th of this month, when his Majesty di-

rected it to be delivered to his secretary of state, and his Majesty has not kept any copy or minute of this Report as delivered at either of these times, nor has he had at any time, any other Report, Memorandum, Narrative, or Paper, submitted to him by the Earl of Chatham, relating to the late Expedition to the Scheldt.

Mr. *Whitbread* rose, and desired to know the name of the individual belonging to his Majesty's councils, who had taken his Majesty's pleasure on the subject.

Mr. *Perceval*.—"I have no objection to answer the Hon. Gentleman's question, and to tell him, that I am the privy councillor who took his Majesty's pleasure on that subject."

FRIDAY, MARCH 2.

Mr. *Whitbread* observed, that a week had now elapsed, since he had submitted a proposition to the House, under a suspicion that a general officer, who was a member of his Majesty's cabinet, had committed an act of a most improper and unconstitutional nature. He then contended that it was the right and duty of that House to call for any other papers which that general officer might have presented to the King, besides the Narrative already laid before the House. Upon that occasion he was successful: for the House, to its immortal honour, agreed to address his Majesty in pursuance of the motion he then made. The answer to that Address was now before the House; and upon both of these he founded the motion he was now about to make. It was now well known that John Earl of Chatham, a cabinet minister and a general in the army, did most unconstitutionally, and in a secret manner, approach the Royal Person, and make statements unknown to any of the other ministers; and therefore it became the House to express the sense it must feel of such conduct. He wished Gentlemen would compare the evidence given by that Noble Lord, when, availing himself of his prerogative, he positively refused to speak to questions which the House would have compelled an ordinary person to answer. Compare that evidence—that refusal—with the answer given by his Majesty to the Address, and then let any Gentleman say whether it was not necessary for the House to dispense equal justice to all parties, by adopting a different line of proceeding. Here Mr. W. recapitulated the particulars relative to the delivery of the Narrative to the King, which Lord C. had presented without consulting his brother officers, or colleagues in office, as well as the fact of his having got back the paper to make an alteration in it; and, he asked, who could tell whether that passage, so altered, did not contain matter of secret charge against some naval officers? It had been the glory of latter times, that the naval and military services should join together heart and hand. During this war of seventeen years there was no instance to the contrary. In Lord Chatham's public despatches he praised the conduct of Sir R. Strachan; but at the time when he found the minister had decided not to grant inquiry, a few days before the meeting of Parliament, he came darkly and secretly with a paper stabbing the Constitution, and stabbing the professional reputation of Sir R. Strachan; and this also at a time when he knew the colleagues, with

whom he was bound to act, were ignorant of the contents of the Narrative. He concluded with moving a resolution recapitulating the acts done by Lord Chatham in making the Narrative at the various times stated; and that Lord Chatham had unconstitutionally abuse the privilege of access to his Majesty, and thereby afforded an example dangerous to the interests of the country.

Mr. *Perceval* hoped, for the sake of the consistency of the House, and in regard to what was due to personal character, it would not pass such a resolution without due deliberation. The printed evidence had just been put into the gentlemen's hands, and how could they in the course of this debate, make up their minds on the subject. He was an advocate for the conduct of the Noble Lord. (*Hear! hear!*)—The delivering the paper in the manner stated, was not a conduct which he could approve. (*Hear! hear!*) But the Noble Lord could have no malignant motive to hurt the character of Sir R. Strachan. The situation Lord Chatham stood in, was one, in which he would not place any man again; namely, that of a cabinet minister being the commander-in-chief of the army. (*Hear! hear!*)—He concluded by moving, that the debate be adjourned till Monday next.

Mr. *Whitbread* assented to the proposition, which was ordered accordingly.

MONDAY, MARCH 5.

Mr. *Whitbread* moved the order of the day for resuming the debate upon the following resolutions:—

“That it appears to this House, that John Earl of Chatham, having requested his Majesty to permit him to present his Report to his Majesty, and having also requested that his Majesty would not communicate it for the present, did, on the 15th of January last, privately transmit to his Majesty a paper, bearing date the 15th of October preceding, and purporting to be a Narrative of his proceedings as commander-in-chief of his Majesty's land forces in the late Expedition to the Scheldt, and that he withheld all knowledge thereof both from his Majesty's ministers and the admiral commanding in the said Expedition, whose conduct is materially implicated in the said Narrative—that the same was, on the 10th of February last, returned to him by his Majesty's command, in consequence of his own request, and that on the 14th of February he again tendered the said Narrative to his Majesty, the same having been previously altered by the suppression of a paragraph containing matter of opinion, the substance of which this House, by the examination of the said Earl, has been unable to ascertain.

“That the Earl of Chatham, by such private communication to his Majesty, accompanied by such desire of secrecy, did unconstitutionally abuse the privilege of access to his Sovereign, and thereby afforded an example most pernicious in its tendency to his Majesty's service, and the general interest of the state.”

The motion was opposed by *General Crawford*, and other members, chiefly on the ground that the conduct of the Noble Lord had been merely



that of inadvertency, and not the result of malice, or of a wish to slander the navy, or to injure any individual in the opinion of his Majesty, or of his country.

Mr. *Stevens*, impressed with these ideas, moved the previous question.

Mr. *W. Wynne*, Mr. *Broughman*, Lord *Temple*, Mr. *G. Johnstone*, Lord *Folkstone*, Mr. *Adam*, and Mr. *Ponsonby*, supported the motion; alleging that the offence of Lord Chatham had been a gross and palpable violation of the Constitution.

Mr. *Canning*, putting all malignant motives, on the part of the Noble Earl, out of the question, thought the second resolution too severe, and therefore suggested the following, as an amendment:—

“ That this House sees, with great concern, the Earl of Chatham, as commander of the forces in the expedition to the Scheldt, should have been induced to present a Narrative to his Majesty of proceedings, in which the name of an officer, who assisted in that service, was contained, without conveying it through the hands of the responsible servants of the crown; and that such conduct ought to be marked by the censure of this House, as dangerous and pernicious to the crown.

The *Chancellor of the Exchequer* considered that the most rational way for the House to deal with the question, would be to say that it would not discuss it. It did not appear that any act injurious to the Constitution had followed the presentation of the paper, and therefore there was no ground for the House to pass its censure.

Mr. *Whitbread*, in his reply, animadverted, with much point and severity, on the conduct of ministers. It was certainly very true, he said, that the opposition wanted to turn ministers out, because they did not believe them capable of conducting the affairs of the nation; because such shadows, such shreds, and remnants of ministers had never been witnessed in this or any other country. Whatever their wishes might be, they found it difficult indeed to make any impression on those phantoms of ministers. It was likely to be a very difficult task indeed to turn them out. They might kill a man, but it was impossible to kill a phantom. (*A laugh, and hear! hear!*) Before you can make any effectual impression upon them, you must grind them to powder. Before you can turn them out, you must completely extinguish them. The Right Hon. Gentleman (*Mr. Perceval*) reminded him of punch in the puppet show, who would never give in while he was able to jump about, or make a speech against his adversary.

A division at length took place on the previous question—Ayes, 188—Noes, 221.—Majority against ministers, 33.

Mr. *Canning*, after the previous question was negatived, pressed the amendment he had before suggested, when Mr. *Whitbread* consented to withdraw his second resolution, and the amendment of Mr. *Canning* was adopted, without a division, in its stead.

WEDNESDAY, MARCH 7.

Mr. *Croker* presented Sir R. Sturgeson's Narrative, in answer to that of Lord Chatham.

THURSDAY, MARCH 8.

Mr. *Perceval* stated, that Lord Chatham had tendered his resignation to the King on the preceding day, which his Majesty had been graciously pleased to accept.

FRIDAY, MARCH 9.

Lord *Cochrane*, on rising to move for certain papers relating to the condemnation of four vessels which he named, observed, that the captain who took them had been obliged to pay a sum of 900*l.* to the King's proctor before the cause could be proceeded in. He also declared it to be his opinion, that if justice was done to the navy, and things put upon a proper footing, one frigate and two or three cutters would more effectually protect our trade, and annoy that of the enemy, than the whole of the Channel fleet. He himself saw 75 of the enemy's merchant vessels sailing along their coast in perfect safety, within sight of Lord Gambier's fleet.

The motion was carried.

In a Committee of Supply, the sum of 900,000*l.* was voted, for the payment of 30,000 Portuguese troops, to assist in the defence of the Peninsula.

MONDAY, MARCH 12.

Mr. *Brougham* moved, "That an humble address be presented to his Majesty, praying that he would be graciously pleased to order that copies of all communications received from the ministers of Spain, Portugal, and Sweden, and of all instructions given to our residents at those Courts on the subject of the Slave trade, be laid before the House."—Ordered.

MONDAY, MARCH 19.

In a debate upon the Finance Resolutions, some allusions were made to the droits of Admiralty; in consequence of which Sir J. Newport expressed a wish to know how the Danish vessels seized in our ports had been disposed of. They were detained in our harbours, whither they had come in perfect confidence of security, and our detention of them was nothing less than legalised piracy.

Sir *John Nicol* said, that no determination had yet taken place with respect to the Danish ships taken before the commencement of hostilities between the two countries.

TUESDAY, MARCH 20

Sir *C. M. Pole* moved for the production of certain papers, respecting the case of Admiral Montagu's son; which from the explanation of Mr. *Ward* appeared to be as follows:—By the constitution of the Naval Academy at Portsmouth, every young man who had been three years in the academy, and three years afloat, was entitled on examination to pass as a lieutenant in the navy. In 1806, the plan of a Naval College was adopted in its stead, by which young men were to go through a particular course of education, without any specific time being fixed, and having been four years afloat, they were then entitled to pass as lieutenants. The Naval College was not, however, actually in existence till 1808, and the Naval Academy,

at which Mr. Montagu was educated, subsisted till that time. But when the above regulations were passed by an Order in Council with regard to the Naval College, by an inadvertence, no provision was made for those young gentlemen who had been at the Naval Academy between 1806 and 1808. In consequence of this, it did happen that Mr. Montagu, when with the Mediterranean fleet in October 1809, did present himself to the examining captains to pass as lieutenant, and they conceived it their duty to take this exception, that he had not served four years afloat, as was required by the new regulations. Admiral Montagu, on hearing this, took a very natural interest in the case of his son, and wrote up to the Admiralty for redress. The case was twice, in different shapes, laid before the Council for the Admiralty, who stated it as his opinion, that however unfortunate the circumstance might be, the law was still in the teeth of any redress being obtained. It was at last submitted to the Attorney and Solicitor General, and a very few days ago he had received an opinion from these high authorities, that Admiral Montagu's son was entitled to pass. In consequence of this, Lord Mulgrave had decided that he should be allowed to take rate with a priority, dated from the time when he presented himself to be examined in the Mediterranean. This would completely put Mr. Montagu in the situation he ought to have stood in, if appointed in October 1809.—In consequence of this explanation, the Hon. Baronet at length withdrew his motion.

### Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, FEBRUARY 17, 1810.

**A**DMIRAL LORD GAMBIER has transmitted to John Wilson Croker, Esq. a letter from Captain Kerr, of his Majesty's ship Unicorn, stating the capture, on the 3d instant, of le Gascon French privateer, of sixteen guns and one hundred and thirteen men, out two days from Bayonne without making any prize.

And also two letters from the Honourable Captain Aylmer, of his Majesty's ship Narcissus, giving an account of his having captured, on the 19th of last month, the Duguay Trouin French privateer, of fourteen guns (thrown overboard) and seventy-five men; and on the 5th instant another called the Aimable Josephine, of fourteen guns and one hundred and five men; a brig which had been captured by the former, was also retaken by the Narcissus.

FEBRUARY 27, 1810.

*Extract of a Letter from Captain Maxwell, of his Majesty's Sloop the Royalist, addressed to Vice-admiral Campbell, and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Sloop Royalist, in the Downs,  
February 24, 1810.*

SIR,

I have the honour to acquaint you, of his Majesty's sloop Royalist, under my command, having captured, after a chase of one hour, the French lug-

ger privateer Prince Eugene, of 14 guns and 55 men; sailed from Boulogne on the same day, in company with three others, without, I am happy to add, having made any captures.

MARCH 10.

Vice-admiral Lord Collingwood has transmitted to John Wilson Croker, Esq. a letter from Captain Ferguson, of his Majesty's sloop *Pylades*, giving an account of his having, on the 14th of December last, captured the French privateer *l'Aigle*, of ten carriage guns and four swivels, with a complement of eighty men:

And one from Captain Harvey, of his Majesty's sloop *Cephalus*, stating the capture, on the 11th of January, of the French settee privateer *Le Scipion*, of four guns and sixty-nine men, on her first cruise from Genoa.

*Copy of a Letter from Captain Prescott, of his Majesty's Sloop Weazle, to Vice-admiral Lord Collingwood, Commander in-chief of his Majesty's Ships and Vessels in the Mediterranean, dated off Toro, the 25th December, 1809, and transmitted by his Lordship to John Wilson Croker, Esq.*

MY LORD,

I have great pleasure in acquainting your lordship, that his Majesty's sloop under my command, has this moment captured a polacre rigged corvette privateer, of Marseilles, called *L'Eole*, pierced for twenty guns, but mounting fourteen long eights and sixes, and one hundred and forty men, after an anxious chase of nine hours, and a gallant and obstinate resistance of one hour and a half. The conduct of Mr. Davis, the first lieutenant, and that of the other officers, petty officers, and crew of the *Weazle* on this occasion, was such as to merit great praise. I have stated underneath an account of the killed and wounded in the *Weazle* and *L'Eole*.

I have the honour to be, &c

H. PRESCOTT.

*Weazle*.—William Freke, private marine, killed; George Seage, able seaman, badly wounded.

*L'Eole*.—Five killed, nine wounded.

MARCH 13.

*Copy of a Letter from Captain Keen, of his Majesty's Sloop the Echo, addressed to Vice-admiral Campbell, and transmitted by the latter to John Wilson Croker, Esq.*

SIR, *His Majesty's Sloop Echo, Downes, March 12, 1810.*

I beg leave to acquaint you, that his Majesty's sloop under my command captured the French lugger privateer *Capricieux*, yesterday, off Dieppe. During the chase she threw the whole of her guns (sixteen) overboard.

I have the honour to be, &c.

ROBERT KEEN.

*Copy of a Letter from Captain Selby, of his Majesty's Ship Owen Glendour, addressed to Lord Amelius Beauclerk, Captain of the Royal Oak, and transmitted to John Wilson Croker, Esq. by Admiral Sir Roger Curtis.*

*His Majesty's Ship Owen Glendour, at Sea,  
March 10, 1810.*

MY LORD,

I have to acquaint you, that I this day, at half-past noon, fell in with a French privateer lugger, in the act of boarding a schooner, which, after a short chase of an hour and a half, I had the good fortune to capture; not, however, until she had received a vast number of shot, by which two men were killed and three wounded, and the lugger nearly half full of water. She proves to be *la Camille*, belonging to Boulogne, pierced for fourteen



guns, six of which were mounted, and the rest in the hold, and manned with fifty-eight men. She sailed from Cherbourg only six hours previous to her being in our possession, and had made one capture, an English schooner, the *Fame*, of London, William Proper, master, from Lisbon bound to London, laden with fruit.

I have, &c.

W. SELBY.

N.B. The schooner above-mentioned has been recaptured by his Majesty's ship *Diana*.

## LONDON GAZETTE EXTRAORDINARY.

ADMIRALTY-OFFICE, MARCH 15.

Despatches, of which the following are copies, were this morning received at this office, by Captain Stauffell, of his Majesty's sloop the *Scorpion*, from Vice-admiral the Hon. Sir Alexander Cochrane, K.B. commander-in-chief of his Majesty's ships and vessels at the Leeward Islands, addressed to John Wilson Croker, Esq.

SIR, *Pompee, Basseterre, Guadeloupe, February 8, 1810.*

Having, on the 10th of January, left the charge of the blockade of the island of Guadeloupe to the senior captain then present, I proceeded to Fort Royal Bay, Martinique, where I arrived on the following night; and upon consulting with his Excellency Lieutenant-general Sir George Beckwith, the commander of the forces, no time was lost in embarking the artillery and stores, and in sending the ships of war to collect the troops from the several islands and colonies in this command, intended to be employed on the attack of Guadeloupe, all of which I directed to rendezvous in Prince Rupert's Bay, Dominica.

On the 22d of January, our arrangements being completed, and the lieutenant-general with his staff embarked on board this ship, together with Major-general Hislop, Brigadier-general Harcourt, and all the heads of departments, we proceeded with several transports and hired armed vessels to the rendezvous, where, on my arrival on the 24th, I had the pleasure to see all the ships assembled, or in sight of the anchorage, with the exception of three or four transports having troops on board, which I however sent out frigates to tow in, and they all met us at Guadeloupe in time to give their assistance.

The army being divided into two divisions and a reserve, I ordered Commodore Ballard, of the *Sceptre*, about eight o'clock on the 26th, to go on to the Saintes, with the second division, commanded by Brigadier-general Harcourt, to arrange there for the debarkation.

As soon as the second division had left Prince Rupert's, I ordered the first to get under weigh, and follow the *Pompee*; and about noon of the 27th, we anchored off Gosier, Guadeloupe, where having hoisted out all the boats, the troops of this division, under the command of Major-general Hislop, and under the immediate superintendance of the commander of the forces, left the ships about four o'clock in the morning of the 28th, and proceeded under the orders of Commodore Fahie, to the village of St. Mary, where they landed without opposition at nine, and soon after moved onwards to Capesterre, in the road to Trois Rivières.

While this division was advancing, I sent directions to Commodore Ballard, to get under weigh from the Saintes with his division to draw the enemy's attention, by a feint, upon Trois Rivières, by which the enemy was deterred from opposing the progress of the troops through the difficult pass of Trochien; and after the close of the day he was ordered to land the troops to the northward of Basseterre, which he effected, without opposition,

about three leagues distant from the town, when they marched in a direction for the enemy's right.

I followed along the shore in this ship the route of the principal division, which enabled me to keep up a constant communication with Sir George Beckwith, and about noon anchored in the bay of Trois Rivières, the enemy having evacuated all his batteries as the army advanced.

On the 2d of February, five days provisions having been prepared for the troops, they proceeded on to the heights of Paimon and the shipping anchored again about two miles to the northward of Basseterre. At half-past six o'clock in the afternoon, on my appearing off the town, the chiefs of the provisional government sent off a flag of truce to implore safety for themselves and the town; to which I replied, by assuring the inhabitants that their persons and property should be protected and held inviolable, provided they gave up the forts which commanded the town; but on their sending off a second time to say they had no power or control over the troops garrisoning them, and that there were only peaceable and defenceless inhabitants in Basseterre, I forbore to fire on the forts, for fear of injuring the town; but on the following day, at two o'clock, I sent Commodore Fahie with detachments of marines from all the ships, to march in and take possession of it, and to guard all the avenues leading to the forts, so as to keep the enemy's troops in them in check, which service was performed greatly to my satisfaction.

In the forenoon of this day (the 3d) we saw from the ships, Brigadier-general Harcourt's division warmly engaged with the enemy, who was beaten back with considerable loss; and in the evening, the reserve, under Brigadier-general Wale, having turned and beat the enemy's left in the mountains above Matouba, and gained his most important pass, it alarmed him so much, and also being astonished by the vigour of the attacks of the British troops on each side, he on the following morning (the 4th) hoisted flags of truce in all his positions, and the Captain-general Ernouf sent his aid-de-camp with proposals for the surrender of the island. In consequence of this, I immediately proceeded to the head-quarters of the British camp, and it was agreed that commissioners should meet at ten o'clock on the 5th, to settle the terms of capitulation.

Brigadier-general Harcourt, and Commodore Ballard, were named for the purpose by the commander of the forces and *vice*, and Colonel Faujas and Lieutenant-colonel D'Alvimare were named on the part of the French, and the terms agreed on being ratified the next morning at eight o'clock. I have the honour to enclose a copy of them, and congratulate the Lords Commissioners of the Admiralty on the accomplishment of this important conquest, achieved in the short space of eight days from the time of debarkation, by the skill and valour of the army.

From the nature of the service the seamen could not be much employed in actual fight with the enemy, but their exertions in conveying howitzers, field-pieces, ammunition, provisions, &c. to the troops, deserves my reporting them to their lordships in terms of the highest encomium.

Commodore Ballard, and Captains Stanfell, Elliott, and Flin, with detachments of seamen, were attached to the second division of the army; and Commodore Fahie, and Captains Dilks and Dowers, to the first division, with all of whom the general is highly satisfied; as he is with the marines landed under Captain Abbot, belonging to this ship (who is slightly wounded). I am also much indebted to Captains Watson and Vashon Ballard, and the other officers employed, for their great exertions; as well as to Captain Kempt, the principal agent for transports. And it is with peculiar pleasure I have again to report to their lordships, the cordiality which has uninterruptedly obtained between the two services during the whole of this expedition.

I send herewith all the reports and returns I have been able to collect.

The only loss I have yet heard of in the squadron is Lieutenant Elliot, of the *Sceptre*, killed by a cannon shot in the advanced battery, where he was a volunteer.

I have entrusted this despatch to Captain Stanfill, commander of his Majesty's ship *Scorpion*, who has been actively employed on this service, and will consequently be able to give such further particulars as their lordships may require: and I take leave to mention him as an officer whose zeal and merits entitle him to their lordships' protection.

I have the honour to be, &c.

A. COCHRANE.

[By the articles of capitulation, alluded to above, the garrison are to have the honours of war, and to be sent to England as prisoners of war, until regularly exchanged. The forts to be delivered up as soon as the articles are signed. Four months to be allowed the French administration to settle the accounts, and pay the just debts to the inhabitants of Guadaloupe. Six months to be allowed to military officers having property to settle their affairs. The free exercise of religious worship is granted, and perfect securities to all colonists. The freedom granted by the French government to slaves, to be held valid, provided it shall not in any case injure private property. Persons intending to reside in Guadaloupe shall take the oath of allegiance.]

*Address from their Excellencies Lieutenant-general Sir George Beckwith, K.B. and Vice-admiral the Hon. Sir Alexander Cochrane, K.B. commanding the Land and Naval Forces of his Britannic Majesty, at the Windward and Leeward Islands, &c. to the Chef de Battalions, Civil Commissaries, or Commandants of Parishes, and all the other Inhabitants composing the Militia of Grande Terre, Guadaloupe.*

Engaged in the reduction of the island of Guadaloupe, our solicitude is not the less directed towards that of Grande Terre, the most important part of the colonies we are come to wrest from the hands of their oppressors.

Its internal security depends on the union of its inhabitants; and it is with a view to oppose a barrier against any attempts hostile to your domestic tranquillity that we order, in the name of his Majesty, that the organization of the militia should be provisionally maintained: and in order to concentrate the powers offered by this respectable body of planters, we give you for a commandant a man of your own choice; for Monsieur Jean Baptiste de Laureat, to whom we command you to pay obedience in that quality, is entirely unknown to us, but we understand he enjoys your confidence and esteem.

These Presents will be read, published, and affixed, wherever it may be proper.

GEO. BECKWITH.

*Guadaloupe, 27th Jan. 1810.*

ALEX. COCHRANE.

In addition to our Address, which accompanies this, we summon you to give up Grande Terre, Guadaloupe, which is left by the captain general without a military force for its defence, to the arms of his Britannic Majesty, on the terms therein expressed.

Given on board his Majesty's ship *Pompee*, off Fleur D'Epee, this 27th January, 1810.

GEO. BECKWITH, Commander of the Forces.

ALEX. COCHRANE, Commander-in-chief of  
Naval Forces.

*To the Inhabitants of Grande Terre, Guadaloupe.*

*St. Mary's, Capesterre, January 28, 1810.*

*To the principal Inhabitan's of Grande Terre, Guadalupe.*

Having deemed it necessary to proceed without delay in active operations against Basseterre, Guadalupe, and being extremely desirous to afford every protection in our power to the peaceable and well-disposed inhabitants of your district, we yesterday endeavoured to open an intercourse with you for these purposes, which we regret did not produce those effects, in consequence of our letters not being received.

We are still anxious for your welfare, and invite you to enter into a temporary capitulation for Grande Terre, to have effect during the course of our general operations, as we think that this may tend to the preservation of your persons and your properties.

Any gentleman sent to us, or either of us, on this important object, will meet with perfect security, and a cordial reception.

GEO. BECKWITH,

Commander of Land Forces.

A. COCHRANE, Commander in

Chief of Naval Forces.

GENTLEMEN,

We the undersigned, composing the government of the town of Basseterre, have the honour to acquaint, that it is now occupied only by old men, women, children, and other defenceless persons. If you are about to take possession, we beg, in the name of our fellow-citizens, that you will be pleased to grant both to them and to their property, that protection which their situation deserves.

We have the honour to be, &c.

REDAUD Civil Commissary, and Minister of Police.

DES CRESSOUISSERES, Commandant of the Militia at Basseterre.

E. DARLOUSSIEU, Judge presiding at the First Tribunal.

DIN, the Imperial Solicitor at the First Tribunal at Basseterre.

*To their Excellencies the Commanders-in-chief  
of his Britannic Majesty's Military and Naval  
Forces before Basseterre and Guadalupe.*

*Pompeo, off Basseterre, Guadalupe,  
February 10, 1810.*

GENTLEMEN,

I have received your letter of this date, addressed to the commanders-in-chief of his Britannic Majesty's land and sea forces, acquainting me, if it is our wish to take possession of the town of Basseterre, that there are only defenceless persons inhabiting it, for whom you request the protection they merit.

In reply thereto, I promise in my own name, as well as that of my colleague, Lieutenant-general Sir George Beckwith, the protection you desire, and that the inhabitants of the town shall be included in any general capitulation for the whole island which may be entered into.

I will therefore send a sufficient guard to-morrow morning for the pro-



tection of the town; in the meantime I require you to take such steps as may be in your power to preserve its peace and safety, and prevent the evil-disposed from doing any injury to the inhabitants or their property; you will consequently see that none of the public property is destroyed, as I now hold you responsible for the same.

I have to request that you will at day-light send off a deputation, to attend the officer whom I may appoint to take the command of the town, and forts in its vicinity.

Enclosed I send some of the Proclamations issued by his Excellency Sir George Beckwith and myself, which have been received with joy by all the inhabitants to whom they have been delivered.

I have the honour to be, &c.

A. COCHRANE.

*To the Chief Officers of the Provisional Government, Town of Basseterre, Guadaloupe.*

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Colony of Guadaloupe:

*At Basseterre, the 2d February, 1810, and the 7th Year of the French Empire.*

*The Civil and Police Commissioners of the District of Basseterre, and the Commandant of the National Guard, to his Excellency Admiral Cochrane, Commander-in-chief of the Naval Forces of his Britannic Majesty.*

SIR,

The magistrates having had the honour of informing your Excellency that the town of Basseterre was without defence, and the refuge of the old men, women, and children, and reposing on your generosity, have not been deceived in their expectation; but our duty urges us to inform your Excellency, that the fort does not in any manner depend upon us, the commandant having his instructions, with which we are unacquainted, having no communication with him. After this explanation, we flatter ourselves that, in your military measures, you will have the humanity not to drive our timid wives and children to despair.

We are, &c.

REDAUD,

DES CRESSOUISSERES,  
Civil and Police Commissioner.

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*His Majesty's Ship Pompee, off Basseterre, Guadaloupe,  
February 3, 1810.*

GENTLEMEN,

When I received your letter last night I answered it in the full confidence that the forts were to be given up, as without it complete possession could not be taken of the town.

Motives of humanity, although contrary to my duty, induce me to delay the attack of the forts by the whole squadron, until you shall have time to hear from General Ernouf, who I can hardly suppose intends to sacrifice the town for a temporary occupation of an untenable fort, commanded by immediate heights.

I therefore, gentlemen, give you until two o'clock this day to receive an answer from the captain-general, with whom all responsibility must rest; the fate of the town is in his hands. I offer to the forts that the officers and soldiers shall preserve their private property, upon their surrendering as prisoners of war: further I will not go.

I expect your answer by two o'clock, and I enclose a passport for the messenger to pass the British sentries. The watch of the bearer of this letter is set with me.

I have the honour to be, &c.

A. COCHRANE.

*To the Chief Officers of the Provincial Government, Town of Basseterre, Guadaloupe.*

*To the principal Inhabitants of the City of Basseterre.*

GENTLEMEN,

*Head-quarters, February 3, 1810.*

I have already manifested my firm intention of removing from the city of Basseterre the unfortunate calamities of war: it is under this impression that I am determined to occupy the heights.

It is always customary, when a city without fortifications finds itself under the guns of a fort, in the case of being besieged by the enemy, to make a convention that the town shall not be fired upon by either side. This convention is the more easy to make for Basseterre, as the front of attack is not on that side.

The English generals are too generous and too just, to exact the reduction of a fort which is not in your power, and for which you are not responsible.

On my part, my honour and responsibility demand that I shall defend the colony by all the means in my power, of which Fort Richépanse is one.

I authorize you, gentlemen, to prove to you the affection that I feel, and always have felt, towards the inhabitants of Basseterre, to make a convention with the English generals, to whom you will entrust the security and tranquillity of your persons and property.

Receive, Sirs, the assurance of the sincere attachment with which I have the honour to be,

ERNOUF.

*The Commandant of Fort Richépanse to Captain William C. Fahie, of his Britannic Majesty's Navy.*

SIR,

What opinion can you have entertained of a French officer, in expecting him on the first summons to surrender a fortress committed to his charge? I do not believe it is the practice in any civilized nation.

His Excellency the Captain-general Ernouf having entrusted me with this command, I cannot but answer his confidence by making every exertion to defend the fort.

I have the honour to be, &c.

CATERAU.

### GENERAL MEMORANDUM.

*Pompee, Basseterre, Guadaloupe, 9th February, 1810.*

Another important conquest is obtained over the enemy, by the capture of the island of Guadaloupe, which has been accomplished in less time even than that of Martinique.

The troops have had an opportunity of displaying their bravery, and they have outdone what could have been looked for by the most sanguine.

The commander of the forces is highly satisfied with Commodores

Ballard and Fabie, the captains, officers, seamen, and marines, more particularly attached to the army; and I have great pleasure in annexing a copy of his general orders on the occasion, to which I beg to add my acknowledgments for their great perseverance and exertions in the various duties carried on; and I also desire to acknowledge the services of the other captains, officers, and men employed on this expedition; as well as of those who have so long and effectually blockaded the island, which has so much contributed to the general success.

A. COCHRANE.

*To the respective Captains, &c.*

### GENERAL ORDERS.

*Head Quarters, Beau Vallon, Guadaloupe, February 7.*

The commander of the forces desires to convey his best acknowledgments and thanks to Commodore Ballard, Capt. Ballard, Capt. Stanfell, Capt. Elliot, and to Captain Flinn, of the royal navy, for their great and effectual services with the second division of the army to leeward, under the command of Brigadier-general Harcourt, and to the other officers and seamen of the fleet employed under their orders, without whose exertions the troops could not have been victualled in their present positions, nor the artillery brought forward with the necessary ammunition and stores, and placed in battery in a situation to be served against the enemy at the moment in which he signified his wish to open a negociation.

The commander of the forces is equally anxious to convey to Commodore Fabie, to Captains Dilkes and Dowers, of the royal navy, and to the other officers and seamen serving under their orders, the high sense he entertains of the important services rendered by them, not only at the landing of the first division of the army under the command of Major-general Hiclop, and of the reserve, with a considerable proportion of provisions and stores, but for similar exertions at Three Rivers, in disembarking five days provisions for the troops, without which they could not have advanced or closed with the enemy, thereby bringing the objects of the campaign to a rapid termination.

The general desires to acknowledge the services of the royal marines now acting on shore at Basseterre.

The commander of the forces requests the admiral will be pleased to do him the honour to convey this public order to Commodore Ballard and to Commodore Fabie, and to all the other officers, seamen, and royal marines, to whom it may refer, in such manner as he shall think proper.

GERD. W. RAMSAY,  
Brigadier and Adjutant-general.

*Sir G. Beckwith, K.B. Commander of the Forces.*

### Naval Courts Martial.

A COURT MARTIAL was held at Basseterre, Guadaloupe, on the 19<sup>th</sup> of Feb. and following day, to inquire into the circumstances of the capture of his Majesty's ship *Juno*. The court having heard Lieutenant Decker, on whom the command of the ship devolved after her late captain was wounded, and the evidence of the other officers, &c. were of opinion, that no blame attached to any of them; on the contrary, that they defended

the *Juno* against four French frigates of very superior force, as long as it was possible. The court lamented the improper conduct of Mr. Whitehurst, midshipman (now a prisoner in France), in using expressions to the men highly injurious to the service, and preventing them getting their clothes as much as possible, after the ship had struck, and otherwise ill-treating them. It appeared that the *Juno* was captured by four French frigates, after a close action of one hour and a quarter, when she was carried by two of the largest boarding her; Lieutenant Decker being the only person left on the quarter-deck, and wounded in the arm, and taken prisoner. Captain Shortland was wounded in the leg and arm, of which he afterwards died at Guadaloupe. The *Juno* had 20 men killed, and 45 wounded. The opposing frigates were the *Renommée*, of 48 guns, and 300 men; the *Clorinde*, of 48 guns, and 300 men; la *Loire*, of 20 guns, armed *en flute*, 400 men; and the *Seine*, of 20 guns, and 400 men. Lieutenants Jackson and A. Conn were taken to France in the *Renommée*. In the account of the action published in the Paris papers, no notice whatever is taken of la *Seine* and la *Loire*, and it is expressly stated, that the *Renommée* and *Clorinde* were the only vessels engaged with the *Juno*.

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On Monday and Tuesday (March 26 and 27) a court martial was held on board the *Salvador del Mundo*, in Hamoaze, for the trial of eight petty officers and seamen of the *Naiad* frigate, Captain H. Hill: the substance of the charges is as follows, viz. for making, or attempting to make, a mutinous assembly, for the purpose of inducing the ship's company to desire to be drafted; 2d, for knowing of such assemblies without acquainting their captain; 3d, for having endeavoured to excite the ship's company to mutiny, and to desire to be drafted; and lastly, for having written, or caused to be written, an anonymous letter to the secretary of the Admiralty, wherein they state their full determination not to go to sea under the command of Capt. Hill.—The charges being all proved, with the exception of the last, the prisoners were severally sentenced as follows:—Thomas Passmore, seaman, John Campbell, and Henry Page, captains of the fore-castle, to be hanged at the yard-arm of such ship, and at such time as the Lords of the Admiralty should direct; Robert Cuddetford, carpenter's crew, to receive 150 lashes; Thomas Norman, seaman, 100; Wm. Moulton, captain of the fore-top, and Joseph Nash, captain of the main-top, 50 lashes each, round the fleet. President, Captain P. C. Durham.

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At a Court Martial held on board his Majesty's ship *York*, on Saturday the 4th, and on board his Majesty's ship *Captain*, on Monday the 6th and Tuesday the 7th of March, 1809, in Fort Royal Bay, Martinique.

Present,

Robert Barlow, Esq. Captain of his Majesty's ship *Yorke*, and third officer in command of his Majesty's ships and vessels in Fort Royal Bay, Martinique, President.

William Charles Fabie, Esq.; Philip Beavers, Esq.; Christopher J. W. Nesham, Esq. the first day only; Thomas Cochrane, Esq.; and the Honourable Warwick Lake.

William Balhetchet, Deputy Judge Advocate.

The Court, pursuant to an order from the Hon. Sir Alexander Cochrane,



K.B. admiral of the red, commander-in-chief of his Majesty's ships and vessels at Barbadoes, the Leeward Islands, &c. dated the 3d day of March, 1809, and directed to Robert Barton, Esq. captain of his Majesty's ship *Yorke*, and third officer in the command of his Majesty's ships and vessels in Fort Royal Bay, Martinique, having been duly sworn, proceeded to the trial of Mr. Stephen Penn Barrell, purser of his Majesty's ship *Captain*, for withholding part of the Captain's ship's company's allowance of provisions, subsequent to the 3d day of March, 1808, and for disobeying the orders of Captain Wood, of the said ship, as were fully expressed in a letter from him, dated the 2d day of March, 1809.

And having heard the evidence in support of the charges, the prisoners defence, and the evidence adduced on his behalf, and most maturely and deliberately weighed and considered the same, the court is of opinion, that the charges are not, in any part in the slightest degree proved against the prisoner, Mr. Stephen Penn Barrell; but on the contrary, that Mr. Stephen Penn Barrell has conducted himself with strict justice to the ship's company of the Captain, and they do therefore adjudge him to be most fully acquitted.

And the said Mr. Stephen Penn Barrell is hereby most fully acquitted accordingly.

(Signed)

ROBERT BARTON,  
W. C. FAHIE.  
PHILIP BEAVER.  
WARWICK LAKE.  
THOMAS COCHRANE.

WILLIAM BALHETCHET,  
Deputy Judge Advocate.

*His Majesty's Ship Captain, Fort Royal Bay,  
Martinique, 7th March, 1809.*

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On Wednesday, March 29, a court martial was held on James Stephens, acting carpenter of the *Rattlesnake* sloop of war, charged by Captain Bremer with disobedience of orders, disrespect, and brutally beating two men. The charges were fully proved, and he was sentenced to be dismissed his situation as acting carpenter, to be rendered incapable of ever serving as an officer in his Majesty's navy, and to serve before the mast, on board such ship as the commander-in-chief shall be pleased to direct.

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Lately, a court martial was held on board the *Salvador del Mundo*, in Hamoaze, for the trial of Mr. Nathaniel Denham, late master of the *Daphne*, Captain Pipon, for absenting himself from the ship, contrary to his captain's positive injunctions. The charge being fully proved, Mr. Denham was sentenced by the court to be dismissed the service, and rendered incapable of ever serving again as an officer in the navy of his Majesty, his heirs, or successors.

### Promotions and Appointments.

Admirals and Captains appointed.

Vice-admiral Sir John Thomas Duckworth is appointed commander-in-chief at Newfoundland.

Vice-admiral Sir Richard Bickerton, Bart. and one of the Lords of the Admiralty, is appointed to succeed Sir John Colpoys, as treasurer of the Royal Hospital at Greenwich.

Admiral Sir John Colpoys is appointed Major-general of the Royal Marines, *vice* Admiral Lord Collingwood, deceased.

Captain V. F. Hatton is appointed to the Port Mahon; William Prowse to the *Theseus*; Robert Campbell to the *Stately*; Henry E. R. Barker to the *Ulysses*; Thomas Burton to the *Primrose*; James Macnamara to the *Berwick*; James N. Morris to the *Formidable*; Joseph Bott to the *Argus*; G. F. Ryves to the *Africa*; D. O'Guion to the *St. George*; J. Stuart to the *Clyde*; — Willoughby, of the Otter sloop to the *Nereide*; Captain Hall to the *Royal William*, the flag-ship of Sir R. Curtis, Bart.; Captain Irwin to the *Puissant*; Captain Lawson to the *Thracian*; Captain West to the *Sultan*; Captain H. E. R. Baker to the *Ulysses*; Captain Stair Douglas to the *Africa*; Captain Dilkes to the *Orpheus*, *vice* Tonyn, deceased; Captain G. Davies to the *Philomel*, *vice* Crawley, deceased; Captain Patterson, of the *Star*, to the *Pompee*; Captain Ballard, to the *Statira*, *vice* Boys, deceased; Captain Preston, of the *Asp*, to the *Blonde*; Captain Robilliard to the *Wanderer*; Captain Ferry to the *Savage*.

Digony Forrest, Esq. is appointed Secretary to Admiral Young.

#### Licutenants, &c. appointed.

Lieutenant A. Mitchell, son of the late Admiral Sir A. Mitchell, who brought home the despatches of the capture of St. Martin and St. Eustatius, is promoted to a commander.

Lieutenant M'Cullough is appointed to command the *Asp*; the Hon. J. Gore, the *Scorpion*; and — Flyn, the *Pultusk*.

William Martin to the *Magnet*; William Field to the *Nassau*, prison-ship; George A. Orton to the *Ceres* slop-ship; Philip Nind to the *Alert*; Henry C. Mercer to the *Plover*; John F. Lascelles to the *Saturn*; Charles Bagehot to the *Crane*; John Cornish to the *Favorite*; Thomas Rounce to the *Diana*; William Clarke to the *Crane*; Alexander Young to the *Ardent*; Alexander Arbutnot to the *Mars*; Thomas Crawford to the *Woodlark*; George Dougal to the *Apelles*; James L. Carneige to the *Rover*; William Coet to the *Humber*; William Henry Dickson to the *Victory*; James Drewitt to the *Saturn*; William Budgen to the *Berwick*; William Burchell to the *Orion*; Horace Petley to the *St. George*; Ed. Stevenson to the *Fury*; William J. Edwards to the *Diligence*; John H. Marshall to the *St. George*; Charles Strangeways to the *Euryalus*; John Morrison to the *Roe-buck*; Robert J. Gordon to the *Donegal*; Martin Cole to the *Princess Carolina*; Mark Anthony to the *Stately*; William Savage to the *Audacious*; John Cooke to the *Rodney*; John Lynx to the *Belvidera*; James Harris to the *Poictiers*; William Robertson (2) to the *Lynx*; Thomas O. Hewes to the *Edgar*; Essex Holcombe to ditto; Robert P. Jones to ditto; Peter James to the *Impetueux*; Henry Lewis (1) to the *Zenobia*; Cyrus Elliott to the *Reynard*; Samuel Babb to the *Alert*; George Young (2) to the *Lion*; James Rayson to the *Nymphs*; Joseph Hichins to the *Ulysses*; Samuel Bromley to the *Avenger*; John Campbell (5) to the *Berwick*; John M. Donnellan to ditto; John Davis to ditto; John Healy to the *Aboukir*; Henry Hoskin to the *Rolla*; Samuel B. Tristram to the *St. George*; Robert Patty to the *Mercurius*; William Chester to the *Agincourt*; William Meadows to the *Beaver*; Cornelius Lascelles to the *Devastation*; John Thomas Lemoigne to the *Alonzo*; Samuel L'Estrange to the *Minotaur*.

A list of midshipmen who passed for Lieutenants on the first Wednesday in the month.

*Sheerness*.—George Parkyn, Thomas McDonald, Henry Wittenoom, Joseph S. Godden, James Millman.

*Portsmouth*.—Edwin Callaway, Herbert John Jones, John Gordon, John Goldie, James Clark, Robert S. Bayly, Samuel Kentish, George B. Hatton, Peter De Lisle, Samuel R. Weddle, John Adams, A. L. Williams, Samuel W. Easton, James Pulling, Martin Miller, Henry M. Williams.

*Plymouth*.—James Spiller, John Lindsay, James B. Babington, Robert Charles Lamb.

#### Surgeons, &c. appointed.

Ambrose Blacklock to the *Theseus*; John Meredith to the *Poictiers*; Charles Chambers, *Princess Caroline*; R. Burnside, *Rodney*; Thomas Johnston, *Resolution*; W. Clayton, *Lyra*; B. W. West, *Hero*; S. J. Dadd, *Cheerful Cutter*; Allen Cornfoot, *Formidable*; William Cree, *Vanguard*; R. Jeffreys, *Lion*; John Warkman, *Prinrose*; Simon Davidson, *Espeigle*; John McHugh, *Rolla*; John R. Roberts, *Chautilier*; Cuthbert Eden, *Canada*; Robert Prideaux, *Pyramus*; Thomas Doas, *Bourbonaise*; Hugh McPeake, *Woodlark*; Joseph McCorogher, *Favorite*; Alexander Dewar (1) *Berwick*; Patrick Donnelly, *Winchelsea*; George Roe, *Orestes*; James Anderson, *Samarang*; Thomas Gibbs, *Saldanha*; Samuel Allen, *Experiment*; John Bury, *Crown prison-ship*; John Lauder, *Thisbe*; P. C. Blackett, *Belvidera*; Thomas Andrews, *Nassau*; A. Johnston, *Hawk*; John Todd, *Lafleche*; Robert Brown, *Magnet*; Doctor Robert Wright, Physician of the Royal Hospital at Deal, is appointed 1st Physician of Haslar Hospital, vice Dr. Hope, put on half-pay; Dr. Magennes, 2nd physician of Haslar, removed to Deal, vice Dr. Wright; Dr. John Gray, late physician of the Mediterranean Fleet, to succeed Dr. Magennes, as 2nd physician at Haslar; Duncan McArthur, to be 3d surgeon of Haslar Hospital, vice Dr. Vance, removed to succeed him at Paddington.

#### Assistant Surgeons, &c. appointed.

J. P. Christie, to the *Namur*; W. H. Trotman to the *Victory*; P. M. Euehan to the *Gorgon*, hospital ship; William Inches to the *Venerable*; Giles Ingram to the *Vanguard*; Samuel Horton to the *Diligent*, store-ship; John Paterson to the *Dictator*; James O'Bierne to the *Clichester*, store-ship; John McLean to be an hospital mate at Mill Prison hospital; David Ross to the *Royal William*; Alfred Nicholson to the *Christian VII*.

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#### BIRTHS.

On the 10th of April, of a son, the lady of Mr. Samuel Bromley, surgeon, Royal Navy, of Deptford.

On the 21st of April, at Forrest Cottage, near Wickham, the lady of Captain Money, R. N. of a daughter.

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#### MARRIAGES.

On the 12th of January, at Bermuda, the Honorable William Ferritt, LL.D. Judge of the Court of Vice-admiralty of those Islands, to Miss

Ann Catherine Parkyns, niece of Vice-admiral the Right Honorable Sir John B. Warren, Bart. K. B. and Commander-in-chief on that station.

On the 15th of March, at Stonehouse, Dr. Pryan, physician, of Plymouth Dock, to Miss Tatlock, daughter of the late William Tatlock, Esq. of his Majesty's dock-yard, at Chatham.

At Kinsale on the 31st of March, Lieutenant Mounier of the Royal Navy, to Miss Brown, daughter of the late Francis Brown, Esq. of the same place.

Lately at Portlock, Mr. John Lock, to Miss Ford, only daughter of the late Captain Ford, R. N.

Captain Thomas Manby, R. N. to Miss Hammond, of Northwold, Norfolk.

The Honourable Captain G. Cadogan, R. N. to Honoria, daughter of the late J. Blake, Esq. of Ardfray Galway.

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#### OBITUARY.

The Right Hon. Cuthbert Lord Collingwood, Vice-admiral of the red squadron. His Lordship expired on board the *Ville de Paris*, at 8 o'clock at night, on the 7th of March, two days after his departure from Minorca, on his return to England for the recovery of his health, which had long been in a very reduced state. In the XVth Volume of the *NAVAL CHRONICLE*, page 353, our readers will find a portrait and biographical memoir of this estimable and distinguished officer; and in a succeeding part of the present volume, we shall present them with a letter, written by his lordship to a friend, who, from that document, and his own private information, favoured us with the memoir here mentioned. For his distinguished services at the battle of Trafalgar, Adm. Collingwood was raised by his Majesty to the dignity of the peerage, and rewarded with a pension, which, as his lordship had no male issue, was, at his particular request, commuted from the usual mode of settlement in remainder to the two next heirs to the title, for a provision for Lady Collingwood, and the two daughters of the marriage. Lord Collingwood having continued unremittingly at sea, never took his seat in the House of Peers, nor revisited his family or country since his signal merits obtained the distinguished honours and rewards we have stated. His lordship has, for a considerable time, had discretionary powers from the Admiralty to return home when the state of his declining health should render it necessary; but his zeal for his country's service, and the almost daily prospect that the whole of the enemy's force from Toulon would shortly put to sea, did not permit him to avail himself of the indulgence till it was unhappily too late. The *Ville de Paris* arrived at Gibraltar with his remains on the 25th of March; and, about the middle of April, they reached England in the *Nereide* frigate. "By the death of Cuthbert Lord Collingwood," says an animated writer in the *Courier* newspaper, "England has lost the great abilities of a man, whose whole existence was sacrificed to her naval service, and whose every thought was devoted to her naval name. Unlike too many, ambitious only of commands which are suited only to their private views, he fled wherever his country sent him, and has said, 'Never in his life had he declined a call.' It will give encouragement to every young aspirant in the navy, whose professional preferment may be tardy, to be told that he was a midshipman nearly fifteen years, while it will give this animating lesson, that perseverance like his ensures success. His lordship, once a lieutenant, was soon made, and soon posted; his brilliant career and subsequent exertions in the West Indies, on



the 1st June, at Cape St. Vincent, and at Trafalgar, are too well known to require an eulogy; for they could not be exceeded in valour and extent. He was born at Newcastle, was of a family ancient and respectable but perhaps, until latterly, declining, and was educated at the school there, a contemporary of Lord ELDON and Sir W. SCOTT, of whose concurrent good fortunes in life he frequently spoke with great satisfaction and delight. He married the daughter of Alderman BLACKETT, by whom he has two daughters of a marriageable age, having previously lost a brother in the service, who fell a sacrifice to the climate in the West Indies. His lordship was of middle stature, but extremely thin, and temperate in his general habits; ate always with an appetite, drank moderately after dinner, but never indulged afterwards in spirits or in wine; while his personal attention to the lowest guest at his table was always universally observed. It was his general rule in tempestuous weather, and upon any hostile emergency that occurred, to sleep upon his sofa in a flannel gown, taking off only his epauletted coat. The writer of this just delineation has seen him upon deck without his hat, and his grey hair floating to the wind, whilst torrents of rain poured down through the shrouds, and his eye, like the eagle's, on the watch. Personal exposure, colds, rheumatisms, ague, all—nothing seemed to him when his duty called. In the memorable autumn of 1805, when he with difficulty got the Dreadnought into the stream of the gut of Gibraltar, he stood upon the poop, smiling at thirty-five sail of the enemy, with only five ships under his command: and when they wore back, he wore himself in their face, and actually blockaded the bay of Cadiz, they within. His lordship's judgment was sound and firm, his mind acute and penetrating, his wit so very lively, it led him constantly to pun; and though general punsters must be frequently insipid, he seldom failed to produce the playful equivoque he wished. To his religious duties he constantly attended; his religion, like himself, was without terror, pure without fanaticism, and gentle without levity. The Latin he had learned at school he had never forgotten, and though he knew but sufficient French to maintain a general correspondence on the coast, and could scarcely manage Spanish at all: he was notwithstanding a good scholar, but a scholar of the old school. He was always perfectly dignified in his deportment, without that execrable pride which we often see assumed as a cloak to conceal a want of worth. A rich vein of native worth within him, its assumption was unnecessary. Unprejudiced he was not; one prejudice he had, which was singular, as his mind was liberal. He deemed it the bounden duty of every Englishman, to hate a Frenchman as his natural foe; and no man ever hated the national character, and the nation more cordially than he. As he sometimes expressed a respectful pity for the Spaniards, and as the love of his country was the leading feature of his noble soul, this probably, arose from a concealed opinion he entertained "That universal dominion would be the fate of France." Lord COLLINGWOOD had not seen any of his relatives for a considerable period before his death. When serving in the Channel, he generally kept at sea from the fear of losing a general action, and when in port, he staid but a few days, attending on board to the minutiae of his ship, and sleeping only on shore whilst his cabin was being caulked. Still no man was more alive to domestic feelings; his heart rebounded with joy at a packet from his family, and in a letter written but a few months ago, he says, "I wish much to see poor dear Lady COLLINGWOOD; but she knows my country wants my services, and she is too good a woman to expect it." The writer once conversed with him on the battle of Trafalgar; he said with energy, "Mr. H. could I but once more meet them, I should die contented and happy." He stepped into his boat from Plymouth Dock, on the last day of April, 1805, at one o'clock, weighed at four the next morning.

and returned a peer and a corpse. His lordship, with Nelson, was lovely in his life, in death they were not divided—they were both *Scipios*, the thunder-bolts of war, the glory of their name and nation. Blest and brave *COLLINGWOOD*! the recollection of thy worth will long and late outlive thee; whilst the tears of my country bedew the laurels that adorn thy lamented bier!"

Lately, at Fort William, near Sligo, in Ireland, Captain Richard Hughes, of the royal navy, the only surviving son of Admiral Sir Richard Hughes Bart.

Lately, at Edinborough, William Gray, Esq. surgeon of his Majesty's ship the *Narcissus*.

Lately, at her father's apartments, in Greenwich-hospital, Miss Dorothy Ellison, third daughter of Captain Joseph Ellison, of that institution; after passing through, with unshaken firmness, all the dreadful stages of a decline.

Nearly about the same period, in Guernsey, in the full enjoyment of health, Mrs. Basden, wife of Captain Basden, and second daughter of the above Captain Joseph Ellison.

On the 18th of February, a duel was fought at Verdun, between Captain Alexander, of the royal marines, who was taken in the *Calcutta*, and Lieutenant Barker, of the *Hussar*, when the latter was killed. Captain Alexander has been since committed to prison, under the new penal code, by which duelling is made a capital offence.

Lately, at Twemlow-hall, Cheshire, Walter Booth, Esq. Captain of the royal navy.

In the 86th year of her age, Anne, relict of Dr. Francis Donnelly, and mother of Captain Donnelly, of the royal navy.

At Taunton, aged 83, Captain Hyde Curtis, of the royal navy.

J. G. Coleman, Esq. deputy-naval officer of Barbadoes.

Lately, Miss Graves, daughter of Admiral Graves, of Penrice-house, Cornwall.

Very suddenly, at Deal, Mrs. Dixon, wife of Rear-admiral Dixon; she was taken ill while in the act of serving some friends at a dinner party.

Near Cadiz, John, the eldest son of Darcy Lever, Esq. midshipman of the *Atlas*. He was killed on the 27th of February, by the bursting of a cannon, as he was firing it against the French batteries.

On the 22d of March, W. Haygarth, Esq. senior lieutenant of the royal navy, and governor of the naval knights of Windsor.

Lately, at Portsea, aged 30, Mr. Chappitt, formerly a boatswain in the royal navy.

At Trethill, Cornwall, John Roberts, Esq. late clerk in his Majesty's dock-yard, Plymouth.

At Exmouth, aftering a lingering illness, Lieutenant Drane, of the royal navy.

On Sunday, March 25th, Mr. Freeman, midshipman of his Majesty's ship *Scipion*, of 74 guns, then lying in Cawsand Bay. He was driving a gig rather carelessly, near Saltram Lodge, and in endeavouring to pass the Nelson coach too quickly, he got entangled in the fore-wheel. The gig unfortunately upsetting, threw Mr. Freeman under the hind wheel of the coach, which went over his breast and killed him: he was a fine promising youth. Surgical assistance was had immediately, but the vital spark was extinct. Mr. F. was of a respectable Irish family of that name, and heir to 1500*l.* a year. A gentleman with him was much bruised.

Lately, in Sackville-street, aged 57, C. Drummond, Esq. late commander of the *Glutton* Indianan.





*H.R. Cook sculp.*



CAPTAIN

RICH<sup>d</sup> BOWEN.



# MEMOIR OF THE PUBLIC SERVICES

OF THE LATE

## CAPTAIN RICHARD BOWEN,

OF THE ROYAL NAVY.

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“ ———Oft the Briton, mindful of thy doom,  
From eyes with tears of admiration fraught,  
Shall drop the grateful tribute on thy tomb.”

**T**WO have been the friend, or colleague, of the illustrious Nelson, is to us who venerate the very name of that hero, a powerful recommendation. With sincere pleasure, therefore, do we direct our attention to the services of an officer, who enjoyed the honour of his friendship, and of sharing his professional toils. Not that the fame of Captain Bowen requires any adventitious support; but the brightest planet which adorns our system scorns not to derive its radiance from the sun; and to be mentioned with Nelson, is to be invested with a portion of that glory, which, with the memory of his actions, will descend to ages yet remote from contemplation.

Captain Richard Bowen, whose progress we are about to relate, was born at Ilfracombe,\* a sea-port in the north of Devonshire, in the year 1761; and having early in life, manifested a predilection for the sea, he commenced his career, at the age of thirteen, with his father, who commanded a ship in the merchant service. Two years afterwards, he joined his eldest brother, Captain James Bowen,† then commanding a ship belonging to London, in the Canada and Jamaica trade. This removal fortunately opened the way to an employment more congenial to the wishes of an active and intelligent mind. While Mr. Bowen was at Jamaica, in the year 1778, the news arrived of hostilities having been commenced

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\* A View of Ilfracombe, engraved by Richards, from a drawing by Pockock, appears in the XXIst Volume of the NAVAL CHRONICLE, page 133.

† This gentleman is now one of the Commissioners of the Transport Board.

between Great Britain and France; a circumstance which impressed him with a desire to volunteer his services in the navy. Having intimated this wish to his brother, it was by him communicated to Captain (now Admiral) Caldwell, with whom he was on terms of friendship; and, with the frankness and liberality which that officer is well known to possess, he offered the young adventurer his protection.\* Captain Caldwell at that time commanded the Emerald frigate, in which Mr. Bowen served, and returned with him to England, at the latter end of the year 1779. Immediately on his return, Captain Caldwell was appointed to the Hannibal, a new ship, of 50 guns; but, as she was not ready for sea, Mr. Bowen, with several of the officers of the Emerald, joined the guard-ship at the Nore, *pro tempore*.

Before the Hannibal was launched, Captain Calder,† who was fitting out the Lightning fire-ship, at Sheerness, having applied to the port admiral for assistance, Mr. Bowen, with a party of seamen, was directed to attend his commands. Whilst thus employed, Captain Calder soon discovered him to be an active, diligent, and attentive young officer; and he therefore requested Captain Caldwell's permission to retain him in the Lightning, till the Hannibal should be ready for sea.—It does not appear that Mr. Bowen ever served in the latter ship; as, on the promotion of Captain Calder, that officer strongly recommended him to the protection of Captain Jervis, (now Earl St. Vincent) of the Foudroyant, where he soon had an opportunity of displaying those qualities which secured to him the esteem of her distinguished commander; an esteem which, during the entire remainder of his life, continued to reflect equal honour on both parties.‡

On the 29th of July, 1781, Vice-admiral Darby's squadron, to

\* A portrait and memoir of Admiral Caldwell will be found at the commencement of the XIth Volume of the NAVAL CHRONICLE.

† Of this officer, now vice-admiral of the red squadron, a portrait and very interesting memoir are given in the XVIIth Volume of the NAVAL CHRONICLE, page 89.—For many valuable particulars recorded in the memoir, we were indebted to Sir Robert Calder's friend, the late much respected Admiral Roddam, whose portrait and memoir will be found in the IXth Volume of the NAVAL CHRONICLE, page 253.

‡ For the portrait and biographical memoir of Earl St. Vincent, *vide* NAVAL CHRONICLE, Vol. IV. page 1.

which the *Foudroyant* belonged, fell in with two French men of war.\* Chase was immediately given ; but the wind dying away, the boats of the squadron were ordered to tow the *Perseverance* to the enemy. On this occasion, the conduct of Mr. Bowen, who commanded one of the boats of the *Foudroyant*, excited the admiration and praise of his captain. The *Perseverance* captured the largest ship, which proved to be the *Lively* (formerly British) of 26 guns and 205 men, seven of whom were killed in the action : her consort, *l'Hirondelle*, a corvette, escaped by means of her sweeps.

In April, 1782, Admiral Barrington† succeeded Admiral Darby in the command of the Channel Fleet ; and on the 20th of that month, while on a cruise, an enemy's squadron was discovered by the look-out frigate, the *Artois*, Captain Macbride,‡ who led to the general chase which immediately ensued. Before night, the whole force§ had advanced so near to the enemy, as to cause him to make the signal to disperse. The *Foudroyant*, now taking the lead of the British squadron, kept sight of two of the enemy's line-of-battle ships, which separated on her drawing near them. This was before midnight, and not a ship of Admiral Barrington's fleet was in sight. Captain Jervis, however, continued the chase ; about one A.M. on the 21st, he brought the sternmost ship to close action ; and, in less than an hour, by skilful management and a well-directed fire, he obliged the *Pegase*, of 74 guns, and 750 men, to surrender. The *Foudroyant* was much crippled, and had 80 men killed and wounded ; but her commander was the only officer who received a personal injury in the action.||

\* A portrait and memoir of Vice-admiral Darby will be found at page 89 of the present Volume.

† Admiral Barrington's portrait and memoir are given in the IVth Volume of the *NAVAL CHRONICLE*, page 169.

‡ The portrait and biographical memoir of this officer appear in the XIXth Volume of the *NAVAL CHRONICLE*, page 265.

§ For a list of Admiral Barrington's squadron, *vide* *NAVAL CHRONICLE*, Vol. IV. page 190.

|| The official details of this engagement are given in the IVth Volume of the *NAVAL CHRONICLE*, page 9.—The wound received by Captain Jervis, of which he made very slight mention, in his letter to the admiral,

Mr. Bowen had the honour of acting as aide-de-camp to Captain Jervis upon this occasion ; and he displayed so much courage and ability, that on the return of the *Foudroyant* into port, he received a commission from his gallant captain, to act as junior lieutenant of that ship. He was also presented with a handsome sword by his friend, Captain Calder.

Whilst the *Foudroyant* was refitting, Sir John Jervis, desirous of giving to his *élève* employment more suitable to his active spirit, sent him, with a party of the *Foudroyant*'s crew, to Captain Macbride, of the *Artois*, who had been ordered to cruise in the Bay of Biscay. In this ship he acted as third lieutenant, and had the pleasure of once more serving with his brother, who was the master. Before the cruise ended, Sir John Jervis was appointed commodore and commander-in-chief of a secret expedition.\* He therefore sent for Mr. Bowen and his men, who rejoined their ship at Plymouth ; but, in consequence of the sudden termination of the war, the intended expedition never sailed.

Not having served his time, when the *Foudroyant* was paid off, Mr. Bowen entered on board the *Pegase*, Captain Marshall, as master's mate ; a situation from which Sir John Jervis removed him, to the *Blenheim* ; and, at the latter end of the year 1783, he joined the *Adamant*, to go to the West Indies, on promotion, under the flag of Rear-admiral Sir Richard Hughes. During a service of three years on that station, he was thrice appointed a lieutenant, in vacancies, and as often disappointed of confirmation ; and he came home acting junior lieutenant of the flag-ship, and was again paid off.—He availed himself of this opportunity of passing his examination at the Navy Office ; and soon afterwards, on the prospect of a Dutch war, in 1787, he joined the *Royal Sovereign* (intended for the flag-ship of Admiral Pigot, as commander-in-chief of the Channel Fleet) on promotion. Again he was destined to experience a severe disappointment ; as, on the reduction of the armament, notwithstanding the utmost efforts of

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“ was occasioned by a splinter, which struck him on the temple, and so severely affected him as to endanger his eye-sight : nor have the consequences ever been completely removed since that time.”—*Vide NAVAL CHRONICLE* Vol. IV. page 10.

\* *Vide NAVAL CHRONICLE*, Vol. IV. page 11.



Sir John Jervis, who had been recently promoted to the rank of rear-admiral,\* the Admiralty could not be prevailed on to give him a lieutenant's commission. These repeated checks, however, seem only to have redoubled the ardour of this indefatigable young officer; for, at the latter end of the same year (1787) he proceeded in a packet to the West Indies, by the advice of his eldest brother, and of his unshaken friend, Sir John Jervis, by whom he was strongly recommended to Commodore Parker, the commander-in-chief on the Leeward Island station. He joined the commodore in the month of January, 1778, and was immediately appointed acting lieutenant of the *Jupiter*; a situation in which he continued, until his hopes of confirmation were again destroyed, by the arrival of a young nobleman (Lord William Beauchamp) to supersede him. Incompetent as he was to combat with such superior influence as that which had now crushed his well-founded expectations, and as the profound peace which subsisted held out no farther prospect, he made up his mind to relinquish the pursuit of promotion, till a more favourable opportunity should occur. At the request of Sir John Orde,† then governor of the island of Dominica, he therefore accepted the command of the *Lord Howe*, government brig, in which he was occupied in cruising against smugglers, till the month of July, 1789.

Whilst serving in the West Indies, Mr. Bowen assiduously employed himself in the study of the mathematics, and astronomy, in surveying coasts and harbours, and in amassing such a store of useful knowledge, as placed him on a level with our best and most celebrated navigators; of which, his subsequent voyage to New Holland and India, alone, afforded a sufficient proof.

In the Spanish armament of 1790, Mr. Bowen had the satisfaction of rejoining his friend and patron, Sir John Jervis, as his flag-lieutenant, on board the *Prince*, and was included in the list of the first twenty young officers, who were promoted by the Admiralty in consideration of former disappointments.—At the request of his early friend, Captain Calder, Lieutenant Bowen was next

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\* *Ide* NAVAL CHRONICLE, Vol. IV. page 12.

† A portrait and biographical memoir of this officer will be found in the XIth Volume of the NAVAL CHRONICLE, page 177.

appointed to the *Stately*; in which he continued, till, in consequence of the adjustment of our differences with Spain, that ship was paid off, in the same year.

Agreeably to the constant activity of his mind, Lieutenant Bowen then offered his services to the Navy Board; by which he was immediately appointed to the command of a division of transports, destined to relieve the new colony in New South Wales. In March, 1791, he sailed from Plymouth, on board the *Atlantic*, accompanied by two other ships, and arrived at Port Jackson in the month of July following. The governor, not deeming the supply thus obtained adequate to the wants of the colony, dispatched him to Bengal for another cargo. In his way thither, he landed Lieutenant-governor King, and his family, on Norfolk Island; and then, steering an eastern course, he passed New Caledonia, the Isle of Pines, and Terra Arsacides, forming a route never traced before. In order to shorten the distance, he passed through an unexplored passage, between Borneo and Paragua, into the China Sea; thence he proceeded through the Straits of Malacca, and arrived at Bengal in the latter end of January, 1792. There he purchased a cargo of rice, and other provisions, with a quantity of live stock for the colony; and, leaving Bengal on the 4th of April, he reached Port Jackson on the 19th of June. After relieving Norfolk Island, he finally quitted New Holland, with Governor Philip on board, on the 11th of December, 1792. He arrived at Spithead on the 10th of May following; having, in little more than two years, made two voyages, one of which was round the world, in a common transport. Service, more essential to his country, was never performed by any individual, similarly employed; and, as he was presented with the thanks of the Navy Board, and of the Secretary of State for the Colonial Department, he had the satisfaction of knowing, that his exertions were duly estimated.

On his return to England, he found that hostilities had been commenced against France; and Sir John Jervis having been promoted to a flag, and, some time afterwards, appointed commander-in-chief of an expedition, destined for the attack of the French settlements in the West Indies, Lieutenant Bowen declined a very advantageous offer that was made to him, on a service similar to

that which, with so much credit, he had recently performed, and again embarked with his distinguished patron, as fourth lieutenant, and signal officer, on board the *Boyne*.\* Nor had he any reason to repent of this preference; for he was soon furnished with an opportunity of displaying his undaunted courage, and professional skill, and of recommencing a career of glory, which terminated only with his life.

The whole of the force, intended for the attack of the enemy's possessions, having rendezvoused at Barbadoes, Sir John Jervis sailed from that port on the 3d of February, 1794; and, on the arrival of the squadron in Fort Royal Bay, he selected Lieutenant Bowen to command the guard and gun-boats, at the intended siege of Martinique.† Sir John also directed him to take the first

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\* Supplementary to the memoir of Earl St. Vincent, in our fourth Volume, we here subjoin a list of the squadron with which he sailed for the West Indies, on the 26th of November, 1793.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Boyne.....	98	{ Sir John Jervis, K.B. vice-adm. of the blue. Captain George Grey.
Vengeance ...	74	—— Charles Thompson.
Veteran .....	64	—— Edmund Nugent.
Ulysses .....	44	—— R. Morrice.
Woolwich .....	44	—— J. Parker.
Quebec.....	32	—— J. Rogers.
Rose.....	28	—— Edward Riou.
Dromedary(S.S.)	16	—— S. Tatham.
Inspector ....	14	—— W. Bryce.
Vesuvius, bomb	8	—— Charles Sawyer.

† The following is a list of the squadron, employed at the attack of Martinique :—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>Killed.</i>	<i>Wounded.</i>
Boyne.....	98	{ Sir John Jervis, K.B. Vice-admiral of the blue. Captain George Grey.	0	6
Vengeance .....	74	{ Charles Thompson, Esq. Commodore. Captain H. Pawlett.	2	2
Irresistible .....	74	—— J. Henry	1	5
Asia .....	64	—— John Brown	3	5
Veteran .....	64	—— C. E. Nugent	1	4
Beaulieu .....	40	—— John Salisbury	0	0

opportunity, that he might judge favourable, of boarding the *Bien Venu*, a large French frigate, which lay in the Careenage, under the walls of Fort Royal, and was reported to have a number of English prisoners on board, whom the enemy meant to blow up and destroy should the Fort be attacked by storm.—As the time for executing this daring enterprise was left to his discretion, he formed the necessary arrangements, and determined on making a dash at mid-day ; which he accordingly did, on the 17th of February, to the astonishment and admiration of the whole British fleet and army. Lieutenant Bowen took the lead in the *Boyne's* barge, followed by the boats which he had chosen to support him ; and, before the enemy's frigate could bring a gun to bear, he was alongside, boarded, killed and drove overboard every man, except twenty, under a most tremendous fire of round and grape shot from the fort. Finding no Englishmen on board, however, he manned the frigate's guns, fired a broadside into the fort, and brought off his prisoners in triumph, though not without some loss. The wind, blowing directly into the harbour, prevented him from bringing the frigate out ; which, otherwise, he could have done with ease, although she was chained to the fort.

This gallant exploit of Lieutenant Bowen's was duly noticed in Sir John Jervis's official account of the attack on Fort Royal,

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<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>Killed.</i>	<i>Wounded.</i>
<i>Assurance</i> . . . . .	44	Captain V. C. Berkeley	0	0
<i>Santa Margaritta</i> .	36	—— Eliab Harvey	0	0
<i>Solebay</i> . . . . .	32	—— W. H. Kelly	0	0
<i>Blonde</i> . . . . .	32	—— John Markham	0	0
<i>Winchelsea</i> . . . .	32	—— Lord Garlies	1	0
<i>Quebec</i> . . . . .	32	—— J. Rogers	1	3
<i>Ceres</i> . . . . .	32	—— R. Inledon	0	0
<i>Rose</i> . . . . .	28	—— Edward Riou	0	0
<i>Nautilus</i> . . . . .	16	—— J. Carpenter	2	0
<i>Rattlesnake</i> . . . .	16	——		
<i>Zebra</i> . . . . .	16	—— Robert Faulknor	1	5
<i>Vesuvius bomb.</i> .	8	—— Charles Sawyer	0	0
<i>Avenger</i> . . . . .	16	—— James Milne	1	0
<i>Dromedary (S.S.)</i> .	26	—— S. Tatham	2	2
<i>Seaflower, brig.</i> .	16	—— Pierrepont	0	0



contained in the London Gazette Extraordinary of April 22, 1794, in the following terms :—

“ Lieutenant Bowen, of the *Boyne*, who had commanded the night guard and gun-boats for a considerable time, perceiving a favourable moment, pushed into the Careenage with the rowing boats of the guard, boarded the *Bien Veau*, French frigate, and brought off the captain, lieutenant, and about 20 men who were on board her, under a smart fire of grape-shot and musketry, from the ramparts and parapets of the fort. *The success of this gallant action determined the General and me to attempt the fort and town of Fort Royal by assault.*”

In consequence of the determination of the British commanders, mentioned in the above extract from the Gazette, about forty scaling ladders were prepared, from twenty to thirty-six feet long; and the *Asia* and *Zebra* were ordered to hold themselves in readiness to enter the Careenage, for the purpose of battering the fort, and covering the flat boats, barges, and pinnaces, under the command of Commodore Thompson, supported by captains Nugent and Riou; while a detachment of the army advanced, with field-pieces, along the side of the hill under Fort Bourbon, towards the bridge, over the canal, at the back of Fort Royal.—This plan of attack, which was put into execution on the 20th of February, succeeded in every part, except that of the *Asia* getting into her station, which failed of success for want of conduct in the senior lieutenant of the port, M. de Tournelles, who had undertaken to pilot her in. Perceiving the *Asia* baffled in her attempts, Captain Faulknor, of the *Zebra*, which, with an indescribable firmness on the part of her officers and crew, had, for a length of time, sustained a shower of grape shot, determined to undertake the service alone. Accordingly, with matchless intrepidity and conduct, he pushed his little ship close under the walls of the fort, leaped over-board at the head of his ship's company, assailed and conquered the important post of Fort Royal, before the rowing boats could get to his assistance, though they stretched out with that generous animation and energy, which, at all times, characterize British seamen in the face of an enemy.\*

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\* Of Captain Faulknor, who was killed on the 5th of January, 1795, in a desperate action between the *Blanche* and *la Pique*, and to whose memory a monument was afterwards erected in St. Paul's cathedral, a portrait

Lieutenant Bowen, however, with his accustomed spirit of enterprise, had the good fortune to follow close in the wake of the gallant Faulknor; and it was mentioned in Commodore Thompson's letter to the commander-in-chief, that "a well directed and steady fire from the gun-boats under Lieutenant Bowen, as also from our batteries, was of great service." \*

Soon after the surrender of the fort, the troops advanced and took possession of the town; a strong detachment from the naval battalions at Point Negro, under the command of captains Rogers, Scott, and Bayntun, in the flat boats, &c. approaching the beach in front. M. Rochambeau, who commanded in Fort Bourbon, no sooner saw the fate of Fort Royal, than he sent out his aide-de-camp with a flag, offering to surrender on capitulation. Terms were consequently adjusted, and agreed upon, on the 22d; and, on the 23d, the British colours were hoisted on the fort, the name of which was changed to Fort George.—The name of the town was also changed to Port Edward, in honour of his Royal Highness Prince Edward, now Duke of Kent, who served as a major-general, and greatly distinguished himself during the siege.—The entire loss which the navy sustained at Martinique, amounted to fifteen killed, and thirty-two wounded.

On the 20th of March (1791) the same day that the *Bien Venu* was commissioned for Captain Faulknor, and named the *Undaunted*, Lieutenant Bowen was promoted to the rank of commander, and appointed to the *Zebra*, which was afterwards actively employed in the reduction of St. Lucia, Guadaloupe, and other islands.

In the month of April following, Captain Bowen was made post in the *Veteran*, from which he was soon afterwards removed into the

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and memoir will be found in the XVIth Volume of the *NAVAL CHRONICLE*, page 1. He was the son of Captain Robert Faulknor, whose memorable capture of *la Courageux*, of 74 guns, in the year 1761, is recorded at the 11th page of the same Volume.—To his very meritorious conduct at Martinique, the whole army and squadron bore testimony. A short time previously to that bold and fearless attempt, he had been tried by a court martial, and honourably acquitted, for having killed a quarter-master belonging to his ship, for disobedience of orders during an engagement.

\* *Fide* *NAVAL CHRONICLE*, Vol. XVI. page 30.

Terpsichore frigate, of 32 guns. In the latter ship he was sent to America, upon a particular service ; and, hearing that the Dædalus, Captain (now Vice-admiral) Sir Charles Knowles\* was blocked up in the Chesapeak, by two large French frigates, he determined to push in to her relief.† This, to the great mortification of the enemy, he successfully effected, on the 17th of May. The Frenchmen made a shew of following the Terpsichore and Dædalus out to sea ; but, when our frigates hove-to, to receive them, they prudently returned to their anchorage.

After accompanying the Dædalus to Halifax, the Terpsichore returned to Guadaloupe, which Captain Bowen had the mortification to find was invested, and partly in possession of the enemy. Fort Matilda being closely besieged, he was directed by Admiral Caldwell to cover and guard the supplies which were brought for the garrison ; a service which he performed with such vigilance and activity, as obtained the applause of the whole army ; and when it was deemed expedient to evacuate the fort, the garrison were greatly indebted for their safety to his judicious arrangements. His services were most handsomely acknowledged, by the sea and land officers, who commanded on the evacuation of Guadaloupe, as appears by the following extracts from the London Gazette of February 14, 1795 :

*Copy of a Letter from Rear-admiral Thompson to Vice-admiral Caldwell.*

“ SIR, *Vanguard, off Guadaloupe, December 11, 1794.*

“ Yesterday morning Captain Bowen, of his Majesty's ship Terpsichore, accompanied by Captain Thomas, aide-de-camp to Lieutenant-general Prescott, brought me a letter from the general, saying that he had held out

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\* For a memoir and portrait of Sir Charles Knowles, the father of the officer here mentioned, *vide* NAVAL CHRONICLE, Vol. I. page 29 ; and Vol. IX. page 461.

† The Dædalus, on her passage to Halifax, had met with very tempestuous weather ; and, having sprung her main and mizen-masts, and received other considerable damage, she had been obliged to put in to Norfolk, in Virginia, where she obtained new masts, and was about to proceed on her passage, when a French squadron arrived and blocked her up. After a time, the enemy, with the exception of the two frigates above-mentioned, put to sea, with a large fleet of merchantmen, bound for France : but it is probable that, had it not been for the timely arrival of the Terpsichore, the Dædalus would not have been able to effect her escape.

at Fort Matilda as long as possible (indeed from the ships we could perceive that the walls of the fort were much shattered, and many of the guns dismantled), and requested that I would make an arrangement for taking off the troops, who would be ready at the water side by seven o'clock that evening. On my mentioning to Captain Bowen, that it would be necessary an officer of rank should conduct the embarkation, he, in a very handsome manner, offered to undertake the service, provided I thought him equal to it. Knowing his abilities, I accepted his offer with pleasure, and he performed it very much to my satisfaction; bringing the whole garrison off, without any loss on their part. Unfortunately, in rowing along shore, to inquire after an out picket (which there was some doubt about, but which had been called in, and was embarked) Captain Bowen received a bad wound in the face. A mate and one man were killed in the Alarm's launch, in consequence of her being thrown on the beach by the surf. This was all the loss we sustained, although the enemy kept up a smart fire of musketry, and from some of their batteries. Considering the short notice, every thing succeeded beyond my expectations, and I felt myself much obliged to all concerned, officers and men; but Captain Bowen I beg leave to recommend particularly on the present occasion, and for his exertions during the whole siege, of which I have no doubt but Lieutenant-general Prescott can bear ample testimony. We are now employed in arranging the troops, in order to send them for the protection of the different islands. When that is finished, I shall make the best of my way to join you at Martinique.\*

I have the honour to be, &c.

"C. THOMPSON."

*"Extract of a Letter from General Sir J. Vaughan, K.B. Commander-in-chief, &c. to the Secretary of State, dated Martinique, December 18, 1794.*

"Lieutenant-general Prescott reports, that it has been greatly owing to the ready assistance afforded to the garrison by Vice-admiral Sir John Jervis, and since by Rear-admiral Thompson, that he was enabled so long to resist the efforts of the enemy. He also gives the highest encomiums to Captain Bowen, of his Majesty's ship *Terpsichore*, who superintended the embarkation, and by whose able disposition of the boats every thing was managed with the most perfect order and regularity. Unfortunately he was severely wounded, but we hope not in such a manner as to endanger his life.

*Extract of a Letter from Lieutenant-general Prescott to General Sir J. Vaughan, K.B. &c. dated Vanguard, at Sea, December 11, 1794.*

"The enemy from the water side near the town fired some small arms soon after our men began to embark, but were checked by the light company of the 21st regiment, under the command of Lieutenant Patterson, a steady gallant officer, as well as by a boat from the *Terpsichore* frigate,

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\* Admiral Caldwell had arrived at Martinique, on the 14th of November.



into which Captain Bowen, who inspected and regulated the embarkation, had as unexpectedly as judiciously put a gun, and by the fire of which I imagine the enemy were very much surprised. The embarkation continued, and was happily completed about ten o'clock at night, without its being discovered by the enemy, who continued firing as usual on the fort, till two or three o'clock on the morning of the 11th, as we could plainly perceive from the ships. My satisfaction was great at having thus preserved my brave garrison to their King and Country, and was embittered only by finding that Captain Bowen, of the *Terpsichore*, was badly wounded in the face by a musket shot, when bringing off the last of the men: a most active, intelligent, and brave officer, to whom I am under the highest obligations for his constant and unremitting exertions to serve the garrison during the whole progress of the siege."

*Copy of a Letter from Lieutenant-general Prescott, to Vice-admiral Caldwell, &c.*

"SIR,

"*Vanguard, at Sea, December 11, 1794.*

"I cannot suffer the evacuation of Fort Matilda, in Guadaloupe, to pass over, the defence of which was committed to me, without acquainting you with the very gallant and truly meritorious conduct of Captain Bowen, of the *Terpsichore*. This ship was, by Sir John Jervis, particularly allotted for the protection of the fort by sea, and performed that duty from the commencement of the siege thereof, on the 14th October, to the day of its evacuation, the 10th instant at night, in a manner that beggars all description. The conduct of Captain Bowen, in performing this duty, was above all praise; his vigilance was unremitting in covering the various supplies of men, ammunition, provisions, &c. which we had need of during a siege of two months, and received without loss from his attention and zeal: he required but to be made acquainted with our wants, to administer all in his power to our relief, and his conduct on this trying occasion has made such an impression on my mind, as cannot be obliterated; and I am persuaded that the whole garrison entertain the same sense of his services that I do. I trust that the wound he has received in taking off the last of the garrison, in his own boat, will not prove mortal, as thereby the King would lose a most gallant and truly deserving officer. I had no acquaintance with Captain Bowen until the commencement of this siege, and therefore I trust that my thus taking the liberty of addressing you respecting him, can be attributed to no other motive than the true one, an anxious desire to pay that tribute of applause which is so justly due to merit such as his.

"I have the honour to be, &c.

"R. FULLERTON, Lieut.-general."

After the above, any praise that we could offer would be superfluous.—The shot having cut deep into Captain Bowen's cheek bone, the wound soon became so dangerous in that climate, that Vice-admiral Caldwell, duly appreciating the value of this gallant

officer, sent him to England, with his despatches ; a favour for which he and his friends were truly grateful.

After his return, he was actively employed in the North Sea.

In the December of 1795, Sir John Jervis was appointed to succeed Admiral Hotham,\* as commander-in-chief of the Mediterranean fleet ;† and soon after his arrival on that station, the *Terpsichore* joined him, and Captain Bowen received a fresh proof of the attachment and confidence of his patron, by being appointed to command a squadron of small vessels, for the purpose of protecting the trade and supplies of the garrison of Gibraltar. Sir John Jervis, in a letter to General O'Hara, mentioned in CLARKE and M'ARTHUR'S *Life of Nelson*, thus introduces our hero to the general's notice :—" Captain Bowen, who is a child of my own, is selected to command the small naval force at Gibraltar ; and you will find in him the most inexhaustible spirit of enterprise and skilful seamanship, that can be comprised in any human character."

While Captain Bowen was employed on this service, frequent opportunities occurred for displaying his nautical abilities ; and it ought particularly to be mentioned, that, by the practical application of the observations which he had made on the regular tide, on each side of the Gut of Gibraltar, he refuted the common opinion, of the impossibility of beating out against a westerly wind. He also conducted the important duties committed to his charge, with a zeal, activity, and judgment, which gained him the admiration and gratitude of the garrison, and the warm attachment of the governor.

Early in October, 1796, Rear-admiral Man's squadron was chased into Gibraltar by a Spanish fleet ; and Captain Bowen was despatched, in the *Terpsichore*, to give the information to the commander-in-chief. On the 10th, he fell in with the *Pallas*, delivered his despatches for Sir John Jervis to the Hon. Captain Curzon, and hauled his wind, to return to his station. On the 13th, being off Carthage, at day-light in the morning, a strange

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\* A memoir of Admiral Lord Hotham will be found in the IXth Volume of the NAVAL CHRONICLE, page 341.

† Vide NAVAL CHRONICLE, Vol. IV. page 32.

frigate was seen to windward, apparently in chase, under all sail. Notwithstanding the *Terpsichore's* company had been considerably reduced by sickness, Captain Bowen depended on the tried valour of his remaining crew, and determined to risk an action, the particulars of which, with its splendid result, we submit, from the *Gazette*; only adding that the satisfaction of having humbled the pride of the enemy, and nobly maintained the glory of the British flag, was considerably enhanced by an opportunity of rendering justice to the merits of his youngest brother, who was one of his lieutenants, and whose conduct on this and many other occasions, justly entitled him to the encomiums of his gallant relative.

*“ Extract of a Letter from Captain Bowen, of his Majesty's ship Terpsichore, to Sir John Jervis. Admiral and Commander-in-chief, &c. dated Gibraltar, October 23, 1796.*

On the morning of the 13th instant at day-light, we discovered a frigate to windward, standing towards us. About eight I could perceive her making every preparation for battle, and was then apparently in chase of us; our situation altogether was such as to prevent my being over desirous of engaging her: out of our small complement of men we had left thirty at the hospital, and we had more than that number still on board on our sick and convalescent lists, all of whom were either dangerously ill, or extremely weak. We were scarcely out of sight of the spot, where we knew the Spanish fleet had been cruising only two days before, and in fact we had stood on to look for them, with a view of ascertaining their movements; a small Spanish vessel, which we conjectured to be a sort of tender, was passing us, steering towards Carthagena; so that I could hardly flatter myself with being able to bring the frigate off, in the event of a victory, or of even escaping myself if disabled. On the other hand, it appeared that nothing but a flight and superior sailing could enable me to avoid an action, and to do that from a frigate apparently not much superior to us, except in point of bulk, would have been committing the character of one of his Majesty's ships more than I could bring myself to resolve on. I therefore continued standing on, without any alteration of course. Having, with infinite satisfaction and comfort to myself, commanded the *Terpsichore's* crew for two years and a half, through a pretty considerable variety of services, I well knew the veteran stuff which I had still left in health to depend upon, for upholding the character of British seamen; and I felt my mind at ease as to the termination of any action with the frigate in sight only. At half-past nine she came within hail, and hauled her wind on our weather beam; and as I conceived she only waited to place herself to advantage, and to point her guns with exactness, and being myself unwilling to lose the position we were then in, I ordered one gun to be fired, as a

trier of her intention. It was so instantaneously returned, and followed up by her whole broadside, that I am confident they must have done it at the sight of our flash: the action of course went on, and we soon discovered that her people would not, or could not resist our fire. At the end of about an hour and forty minutes, during which time we had twice wore, and employed about twenty of the last minutes in chase, she surrendered. At this period she appeared almost entirely disabled, and we had drawn close up alongside with every gun well charged and well pointed. It was nevertheless with considerable difficulty that I prevailed on the Spanish commander to decline the receiving of such a broadside, by submitting; and from every thing I have since heard, the personal courage, conduct, and zeal of that officer, whose name is Don Thomas Agalde, was such during the action, notwithstanding the event of it, as reflects on him the greatest honour, and irresistibly impressed on my mind the highest admiration of his character. After (from the effect of our fire) his booms had tumbled down, and rendered his white guns unserviceable, all the standing rigging of his lower masts shot away, and I believe every running rope cut through, and a great number of his people killed and wounded, he still persevered, though he could rally but few of his men, to defend his ship, almost longer than defence was justifiable. Had there been the smallest motion in the sea, every mast must have inevitably gone by the board. Our loss (which will appear by the enclosed list) has been much less than could have been expected; but our masts, sails, and rigging, were found to be pretty much cut up. The spirited exertions of every officer, man, and boy, belonging to the ship I command, as well in the action as in securing the two disabled ships, and bringing them off instantly from a critical situation, by taking the prize in tow, and by their incessant labour ever since, will, I trust, when their small number is considered, place them in a light superior to any praise I could bestow. I am even unwilling to speak of the particular conduct of any of the officers; but the talents displayed by the first lieutenant, Devonshire, who was but just out of the sick list, during the action, added to his uncommon fatigue in taking care of the prize, and the very able manner in which he conducted and prepared to defend her, entitle him to this distinction, and prove him highly deserving of the recommendation you gave him with his appointment in the West Indies; and although I had rather any other person should observe the conduct of a brother of mine, in action, and speak of it afterwards, yet I feel it my duty, as captain of the ship, to state that I thought Mr. Bowen's (the second lieutenant's) conduct was particularly animating to the ship's company, and useful, from the number of guns which he saw well pointed in the course of the action; added to which, from the absence of the first lieutenant on board the prize, the labouring oar of this ship has fallen on him, and, in my mind, the task we have had, since the action, has been infinitely more arduous than that of the action itself. The name of the prize is the Mahonesa, carrying on the main deck 26 Spanish twelve-pounders, weighing eighteen ounces more than ours; eight Spanish sixes on the quarter deck, and a number of brass cohorns, swivels, &c. had on board



273 men, besides six pilots, qualified for the Mediterranean, as high as Leghorn, and to be put on board Admiral Langara's fleet, which she had been sent from Carthage to look for. She was built in 1769, at Mahon; is of very large dimensions, measuring 1,111½ tons (Spanish); was before the action in complete good condition; and is considered by the Spanish officers the fastest sailer, and one of the best constructed, and what they attach considerable importance to, the handsomest frigate in their navy. Both the frigates have this moment anchored in safety.

“ I am, &c.

“ RICHARD BOWEN.”

“ *An Account of the Killed and Wounded in the Action between his Majesty's Ship Terpsichore, and the Spanish frigate Mahonesa, on the 12th of October, 1796.*

“ Terpsichore mounts 32 twelve and six-pounders; complement of men 215.

*Killed.*—None.

*Wounded.*—Mr. Richard Nobbs (acting boatswain) slightly in the foot; John Roberts, quarter master, lost his left thigh; and two seamen.

“ Mahonesa, by the best accounts I have been able to collect, had about thirty killed or died of their wounds the day of the action, and about the same number wounded, several of whom are since dead.

“ R. BOWEN.”

In consequence of the well-merited commendation, bestowed in the above letter, the Admiralty promoted Lieutenant Devonshire to the rank of commander; and the merchants at Lloyd's evinced their sense of the importance of this gallant action, by voting Captain Bowen a piece of plate. His friend, Mr. St. Barbe, now a captain in the navy, transmitted the resolution to him, in a letter, from which we shall extract the most material points, and a copy of its enclosure:—

“ MY DEAR SIR,

“ *London, the 10th December, 1796.*

“ Health and long life to you. You are born to be a great man: nothing less than First Lord of the Admiralty. I only hope I may live to see it. Your engagement with the Spanish frigate was received with many applause at Lloyd's Coffee-house; a piece of plate of 105l. is the result. I enclose the resolution of the committee, voting you the piece of plate, which was sent me by order of the committee. You will make my best respects to your brother... and so, God bless you; which probably will have as good an effect on you as though you had been blessed by his Holiness.

“ JOHN ST. BARBE.”

*" Merchant Seamen's Office, December 1st, 1796.*

*" Meeting of the Committee for Encouraging the Capture of French Privateers, Armed Vessels, &c.*

*" RAWSON AISLABIE, Esq. in the Chair.*

*" Resolved,*

*" That Captain Richard Bowen, of his Majesty's ship Terpsichore, be requested by this committee to accept a piece of plate, value one hundred guineas, in acknowledgment of his very gallant behaviour in the capture of the Spanish frigate Mahonesa, of superior force, in the action of the 13th of October last ; and in testimony of the high sense this committee entertains of the protection he has thereby afforded to the commerce of Great Britain."*

Captain Bowen lost no time in refitting his ship ; which having accomplished, he sailed on a cruise to the westward. On the 12th and 13th of November, he captured several small vessels, and sent them into Gibraltar. On the 22d of the same month, off Cape St. Mary's, he spoke an American brig, the master of which informed him, that he had the evening before parted from a large Spanish ship from Monte Video, bound to Cadiz, and that he supposed she was then a little to the southward of him. The weather being thick and hazy, she was not discovered by the Terpsichore before noon ; when a Spanish ship of the line also hove in sight, apparently in chase of the Terpsichore. Captain Bowen, by a judicious manœuvre, drew her after him, until it was dark ; then shaped his course for Cadiz ; and, at ten the next morning, he captured the Monte Video ship in the mouth of the harbour, and towed her off in triumph.

At day-light, in the morning of the 12th of December, while cruising about twenty leagues to the westward of Cadiz, a gale of wind blowing at south-east, with a heavy short sea, a strange frigate was discovered about four miles on the weather quarter of the Terpsichore. Chase was instantly given, under all the canvass she could bear. The enemy made all sail, upon a wind, and the chase was continued, with much manœuvring on both sides, for nearly forty hours ; during which, from the weather being extremely squally, and at times blowing an absolute storm, the Terpsichore sprung her fore and main-top-masts. At length, however, the enemy, finding it impossible to avoid an action,

brought to ; and about ten o'clock at night, on the 13th, Captain Bowen had the satisfaction of getting alongside of her. A most spirited battle immediately commenced, yard-arm and yard-arm ; and, after a hard contest of nearly two hours, the enemy surrendered to the superior bravery and discipline of the *Terpsichore*. She proved to be *la Vestale*, French frigate, of 36 guns, and 270 men ; having her captain, and forty men killed ; the second captain, and about fifty men wounded ; and, in a few minutes after she had struck, her colours, all her masts, and bowsprit, went by the board. The *Terpsichore's* loss in this action was one quarter-master, and three seamen, killed ; Lieutenant George Bowen, Mr. Fane, midshipman, and seventeen seamen, wounded. Two lieutenants, and thirty seamen, were absent in prizes. Of his brother's conduct in this action (for which he was afterwards promoted by the Admiralty to the rank of commander) Captain Bowen writes to his commander-in-chief thus :—

“ My brother, who was the only lieutenant on board, and on whom fell the task of conducting the duty on the main-deck, was, by a shot fired after our opponent had actually struck, very severely, and as I much dread, incurably wounded, chiefly in the shoulder, but with the addition of several bad contusions in different places. I feel thankful, however, that I was not deprived of his co-operation, or my feelings agitated by the occasion, until our united efforts were crowned with success.”

Captain Bowen sent the master, and a boat's crew, to take charge of the prize, which had by this time drifted amongst the shoals between Cape Trafalgar and Cadiz, the breakers of which were seen by the light of the moon. She had not an anchor clear for letting go, and most of the Frenchmen were drunk. However, by great exertions, Mr. Elder (the master) succeeded in bringing her up in fifteen fathoms, and rode out the night about two miles from the shore. The *Terpsichore*, from her crippled situation, and want of hands to repair damages, could render her prize no assistance ; and it was with much difficulty that she weathered the rocks of St. Sebastian. On the following morning, Captain Bowen stood in and anchored in the hawse of his prize, four miles S. W. of the island of Sancti Petro, the whole Spanish fleet in Cadiz clearly in view. In the evening, a favourable slant of wind gave him an opportunity of getting under weigh, with his prize in

tow ; but the tow rope getting foul of a rock, it was cut for the safety of both the ships, and he was under the necessity of abandoning *la Vestale* to her fate, and standing off for the night. The next morning, on standing in, he had the extreme mortification to see her running into Cadiz, under jury sails, and French colours re-hoisted ; the French having risen upon the master and his small party, and got assistance from the shore during the night.\* Captain Bowen, after a painful detail of the unfortunate sequel to the gallant exertions of himself and his brave followers, adds—"As we feel conscious of having done our duty, to the utmost of our power, we endeavour to console ourselves with the expectation of our conduct being approved."—How well this expectation was answered, the following honourable testimony, from the pen of his commander-in-chief, will prove :—

"DEAR BOWEN,

"The intelligence we received from the patrons of two pilot boats, when off Cadiz, on the 17th December, that the French frigate then lying between the *Diamond* and *Pocros*, had been dismasted and captured by an English frigate, impressed us all with an opinion, that the *Terpsichore* had achieved this gallant action. I lament exceedingly that you and your brave crew were deprived of the substantial reward of your exertions ; but you cannot fail to receive the tribute due to you from the government and country at large. I was very much agitated with the danger you apprehended your brother was in, when you wrote : I have, however, derived great consolation from the report of Captain Mansfield, that he was much recovered, and able to walk down to the shore, before he sailed. The account you gave of Francis Fane is very grateful to my feelings, and I have sent your postscript to Lady Elizabeth, as the greatest treat I could give to a fond mother, and an high-minded woman.

"I hope when the upper works of the *Terpsichore* are thoroughly repaired, and well caulked, you will not find her so crazy as you apprehend. I agree with the commissioner, that it was not justifiable to rip the copper off her bottom, recollecting that she underwent that operation on her return from the West Indies ; and holding an opinion, that although your two actions have been very heavy, the shock cannot have materially affected her body, much below the line of flotation. In respect to your going to England, I submit to your cooler judgment, now your brother is recovering, and the *Terpsichore* putting to rights, whether it would not look like a dereliction of the very honourable post you have been selected

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\* *La Vestale* was afterwards taken, in the year 1799, by Captain Charles Cunningham, of the *Clyde*.



to fill, and which I consider as the highest situation a captain of your standing on the list could be appointed to.

"I desire you will remember me kindly to your brother, and to all the good fellows in the *Terpsichore*, and believe me to be, most truly yours,

"J. JERVIS."

"*Victory, in the Tagus, 15 h January, 1797.*"

The moment that the intelligence of the glorious 14th of February, 1797, arrived at Gibraltar, Captain Bowen got under weigh to join his victorious chief; and, on his passage to Lagos Bay, he fell in with the *Emerald*, Captain Velters, the *Cornewall*, Captain Berkeley, and two other frigates, watching the *Santissima Trinidad*: it was late in the evening, and Captain Bowen was confident that he saw the Union Jack flying over Spanish colours, on board her, and congratulated the senior officer on the event; but, as it blew too strong for any communication, but by hailing, it was doubted by Captain Berkely, whether the prize colours were a token of surrender, or a mere *ruse de guerre*. In the night, Captain Berkeley, with his frigates, lost sight of her, and Captain Bowen proceeded to the commander-in-chief, to whom he communicated the circumstance. On his return to his station, he had the peculiar good fortune to fall in with the same mighty ship, carrying four tiers of guns, by herself, with only her foremast standing. Captain Bowen determined to ascertain, whether she would surrender to him. The wind was very light, and it falling calm when the *Terpsichore* arrived within gun-shot, he soon found that the Spaniards treated him with contempt. How this arrogance of a four-decker was chastised by a little two-and-thirty gun frigate, will long be remembered by the Dons; and the effect of his fire was made known to Captain Bowen, in a letter from his admiral, dated *Ville de Paris*, April 2, 1797, of which the following is an extract:—

"MY DEAR BOWEN,

"You were very unfortunate indeed, not to have fallen in with Oakes or Tyler; either would have done. The gallant attack you made deserved success: it is not given to mortals to command it. An American gentleman, who called upon me at Lisbon, saw the second captain of the *Trinidad*, who was badly wounded by the *Terpsichore*, and told my informant that you had killed nine on the spot, and wounded a great number, several of whom he had reason to believe had since died of their wounds, and they described your fire as infernal."

On the 29th of May, two Spanish frigates at Algeiras, having troops and money on board, for Ceuta, took advantage of the *Terpsichore* being in the Mole, and pushed out; but, as soon as their intentions were perceived, Captain Bowen warped his ship out, joined the *Pallas*, and gave chase to the Spaniards, who, the instant that they saw the little Devil (a name which the *Terpsichore* had acquired among them) under weigh, returned to their anchorage. This conduct of the enemy's ships contributed not a little to the amusement of the garrison. The *Pallas* returned to Gibraltar; but the *Terpsichore* continued out, and, that night, took a small prize from under the Spanish batteries.

On the 12th of June, Captain Bowen was detached by Sir John Jervis to look into Teneriffe; and on the 18th, at midnight, he cut out from under the batteries of the Mole of Santa Cruz, a rich ship from the Manillas, bound to Cadiz. On the 5th of July, after having been actively engaged in the first bombardment of Cadiz, under Rear-admiral Nelson,\* he was by that officer entrusted with the command of the second bombardment,† of which the London Gazette gives the following detail:—

“Rear-admiral Nelson ordered a second bombardment of Cadiz on the night of the 5th, under the direction of Captain Bowen, of the *Terpsichore*, Captain Miller, of the *Theseus*, and Captain Waller, of the *Emerald*, and appointed Mr. Jackson, master of the *Ville de Paris*, to place the *Thunder*, *Terror*, and *Strombolo*. The bombardment produced considerable effect in the town, and amongst the shipping; ten sail of the line (amongst them the ships carrying the flags of admirals Mazzaredo and Gravina) having warped out of the range of the shells with much precipitation the following morning.”

The enemy's gun-boats, on this occasion, kept close under the walls; “and no opportunity (says Nelson, in one of his letters to Earl St. Vincent‡) was offered to Bowen to make a dash.”

Captain Bowen, whose numerous services had pointed him out as a fit person to be employed on any bold and adventurous enterprise, was one of the officers who were selected to carry into effect

\* *Vide* biographical memoir of Lord Nelson, NAVAL CHRONICLE, Vol. III. page 177.

† *Ibid.* page 178.

‡ *Vide* CLARKE and M'ARTHUR's *Life of Lord Nelson*.

the long projected attack upon Teneriffe. It is evident, indeed, from the following extract of a letter from Sir John Jervis to Rear-admiral Nelson, dated June 6, 1797, that the commander-in-chief had long had his eye upon him, for this service :—

“ MY DEAR ADMIRAL,

“ If I obtain a reinforcement of four ships of the line, as I have reason to believe I shall, from the strong manner I put the necessity of the measure in my public letter to Nepean, and private correspondence with Lord Spencer; I will detach you with the *Theseus*, *Culloden*, *Zealous*, *Leander*, *Emerald*, and *Andromache*, with orders to attempt the surprise of Santa Cruz in the Grand Canary. *Terpsichore* Bowen shall also be of the party; but I rely chiefly on the local knowledge of Captain Thompson, of the *Leander*. Turn this in your mind; for the moment the expected ships arrive, I will dash you off.”\*

On the succeeding day, Sir John Jervis also wrote to Rear-admiral Nelson as follows :—

“ Your train of artillery, fixed ammunition artillery, and devil cart will be supplied cheerfully by General O'Hara. *Terpsichore* Bowen will come with the bomb-vessel, and shall be sent for them the moment I have notice of the approach of the reinforcement.”†

On the 24th of July, every necessary arrangement having been made, Captain Bowen had the glorious, but eminently hazardous post assigned to him, of leading the rear-admiral to the attack.‡ At the head of forty or fifty of his crew, he landed at the Mole Head of Santa Cruz, stormed the battery, spiked the guns, and was proceeding towards the town, in pursuit of the fugitive Spaniards, when a tremendous discharge of grape, from some field pieces in his front, brought him to the ground, with his first lieutenant, and many of his brave followers, at the moment that Nelson received his wound on landing.

Thus fell Captain Richard Bowen! than whom, says the immortal Nelson, *a more enterprising, able, and gallant officer, does not grace his Majesty's naval service!*—The failure of this enter-

\* *Vide* CLARKE and M'ARTHUR's *Life of Lord Nelson*. † *Ibid*.

‡ For the details of the memorably disastrous attack upon Teneriffe, the reader is referred to the memoir of Lord Nelson, NAVAL CHRONICLE, Vol. III. page 178; of Sir Samuel Hood, Vol. XVII. page 19; and of Sir Thomas Troubridge, Vol. XXIII. page 9.

prise, by the other boats mistaking their direction in the darkness of the night, is too well known, for a repetition of the painful detail to be at all necessary. The body of Captain Bowen, covered with wounds, was discovered in the morning, under those of his first lieutenant and his whole boat's crew, who had been his faithful companions in many hazardous and successful enterprises; had been the witnesses, and humble imitators, of his gallantry, in many triumphs over the enemies of his country; and who had sealed their attachment to their lamented leader, by participating in his glorious fate. His body was committed to the deep, with the honours of war, on the 27th of July. The dark wave rolls over the remains of the hero; the tears of his friends and of his ship-mates embalm his memory; and the fame of his gallant actions shall endure, when the marble shall have mouldered into dust!

Lord Spencer, who then presided at the Admiralty, was strongly urged by Earl St. Vincent, and by his eldest brother, on the subject of a monument to Captain Bowen's memory. On this subject, Admiral Nelson, in one of his letters to Earl St. Vincent (published in CLARKE and M'ARTHUR's splendid work) thus writes:—"Why is not a monument voted in St. Paul's, to perpetuate the memory of the gallant Bowen? I put it strongly to Lord Spencer. If you have an opportunity, pray express my surprise, that no mention has been made of him in either House of Parliament."—Again:—"I think Captain James Cornwall, of the Marlborough, who fell in an action 17th February, 1753 [1744] that disgraced his Majesty's arms beyond any thing in naval history,\* except in the instance of Bebow's captains, had a monu-

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\* The full particulars of the action here alluded to, are introduced in our memoir of Sir William Rowley, NAVAL CHRONICLE, Vol. XXII. page 442.—Captain Cornwall was stationed as one of the seconds of Admiral Matthews, the commander-in-chief, whom he most nobly supported, till the fatal moment which deprived him of life; and the parliament, grateful for his distinguished heroism, voted a large sum of money, for the erection of a splendid monument to his memory, in Westminster Abbey.—"This beautiful monument," as it is termed in the description of the curiosities of that venerable edifice, "is thirty six feet high, and has a solid base and pyramid of rich Sicilian marble: against the pyramid is a rock, (embellished with naval trophies, sea-weeds, &c.) in which are two cavities: in one is a Latin epitaph; in the other a view of the sea fight before Toulon, in basso



ment in Westminster Abbey. This is easily ascertained; and if I am correct, will prove a fair precedent for the immortal Bowen."

relievo; on the fore-ground the Marlborough, of 90 guns, is seen, fiercely engaged with Admiral Navarro's ship, the Real, of 111 guns, and her two seconds, all of which are in the act of raking the Marlborough fore and aft. On the rock stand two figures; one represents Britannia under the character of Minerva, accompanied by a lion; the other figure is Fame, who having presented to Minerva a medallion of the hero, supports it whilst exhibited to public view. Close to the medallion is a globe, as are various honorary crowns due to valour. Behind the figure is a lofty spreading palm tree, whereon is fixed the hero's shield, or coat of arms, together with a laurel tree, both which issue from the naturally barren rock, as alluding to some heroic and uncommon event. In the front of the monument is the following inscription:—

" Amongst the monuments of ancient merit,  
In this sacred Cathedral, let the name of

JAMES CORNWALL

Be preserved; the third son of HENRY CORNWALL,  
Of Bradwardin Castle, in the county of Hereford, Esq.

Who, from the very old and illustrious stock of  
The Plantagenets,

Deriving a truly ancient spirit, became  
A naval commander of the first eminence,  
Equally and deservedly honoured by the tears and  
Applause of Britons, as a man

Who bravely defended the cause of his country  
In that sea-fight off Toulon;

And being by a chain shot deprived  
Of both his legs at a blow, fell unconquered  
On the 27th of February, 1744, in the 45th year of his age,  
Bequeathing his animated example to his fellow

Sailors,

As the legacy of a dying Englishman,  
Whose extraordinary valour could not be recommended  
To the emulation of posterity in a more ample eulogy

Than by so singular an instance of honour;  
Since the Parliament of Great Britain, by an unanimous  
Suffrage,

'Resolved that a monument, at the public expense,  
Should be consecrated to the memory  
Of this most heroic person."

Lord Spencer, however, declined bringing the subject forward, on the ground that no precedent existed of such an honour, to the memory of an officer who had perished in an unsuccessful enterprise—Admitting this to have been correct—but which is proved not to have been so—we rather wonder, that a nobleman, possessing that liberality and elevation of sentiment by which Lord Spencer is so eminently distinguished—a nobleman, too, who is known to have the welfare and honour of the naval service deeply at heart, should have grounded his refusal to perpetuate the fame of a departed hero, on so feeble a plea. Lord Spencer should have felt, that it is for great minds to form, rather than to follow, precedents.

In consequence of his lordship's declining to introduce the subject to the notice of Parliament, a monument, erected by his father, in the church of his native place, is the only memorial of the services, and of the fate, of Captain Richard Bowen; of that spirited and indefatigable officer, who, in time of peace, had relieved and rescued from ruin an infant colony; who had taken from the enemy three frigates, of very superior force, after obstinate engagements, and one of them with boats only, in the face of a powerful land force; who had preserved, to render further services to his Majesty, the brave garrison of Fort Maudslayi, at Guadaloupe; who had, in his little frigate, engaged the largest first rate in the Spanish navy; who had annulled the enemy's trade, almost beyond example; who, for the protection which he had afforded to the commerce of Britain, had received the most honourable acknowledgments from the merchants of London; who had been dangerously wounded in the execution of his duty; and who had finally laid down his inestimable life, for the glory of his King and Country! This monument, the tribute of paternal affection, is all that the nation boasts, to record the fame of an officer, whose character is so strongly depicted in the services which he performed, as to render all panegyric superfluous; and whose greatest reward was, the steady and constant friendship of his noble patron, Earl St. Vincent, whose discerning eye first discovered his hidden talents, and whose magnanimity and great example, called them forth to victory and renown!

## HERALDIC PARTICULARS.

Captain Richard Bowen was descended from the ancient and respectable family of the Bowens, of Court House, in the Seignory of Gower, in Glamorganshire. He had four brothers, three of whom still survive him, and are all in his Majesty's service. The eldest, Captain James Bowen, under whose auspices he first entered the navy, whose services on the glorious first of June, 1794, as master of the *Queen Charlotte*, and on many subsequent occasions have eminently distinguished him, was captain of the Channel Fleet under Earl St. Vincent, is now a Commissioner of the Transport Board, and has two sons post captains in the navy. The second, John, holds a situation in a civil department under government. George, his gallant companion in the *Terpsichore*, who afterwards served with great credit on the expedition to Egypt, as commander of his Majesty's ship *Alligator*, is now a post captain. Thomas, his youngest brother, fell a sacrifice to the climate of the West Indies, when serving as a midshipman on promotion, in the *Cumberland*, Captain M'Brade, in the Spanish armament of 1799.

## ADDENDA

TO THE

## BIOGRAPHICAL MEMOIR

OF THE LATE

RIGHT HONOURABLE

CUTHBERT LORD COLLINGWOOD,

VICE-ADMIRAL OF THE RED SQUADRON.

IN the biographical memoir of Lord Collingwood, which appears in the XVth Volume of our CHRONICLE,\* the professional services of his lordship, previously to, and at, the glorious battle of Trafalgar, are fully recorded. Subsequently to that period, his public career is well known; and, to repeat the substance of his Lordship's "*Letters on Service*," which have been already faithfully registered in various parts of our work, would be altogether superfluous. The following original letter from Lord Collingwood, comprising that epitome of his services, from which our memoir was chiefly drawn up, will, however, we doubt not, be regarded as a valuable document.

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\* Commencing at page 531.

Mr. JOYCE GOLD, publisher of  
the Naval Chronicle.

SIR,

*Queen, at Sea, 7th January, 1806.*

You have really made a request to me, that notwithstanding I have every desire to comply with your wish, I find a great difficulty in ; that is, in writing any thing relating to myself, that can be very interesting or entertaining to the public :—my life has been a continued service at sea, but unmarked by any of those extraordinary events, or brilliant scenes, which hold men up to particular attention, and distinguish them from those officers who are zealous, and anxious for the public service.

I went into the navy at a very early period of my life, in the year 1761, in the *Shannon*, under the protection and care of a kind friend and relation, the late Admiral Braithwaite, to whose regard for me, and the interest he took in whatever related to my improvement in nautical knowledge, I owe great obligations : I served with him many years, and afterwards with Admiral Roddam.—In 1774 I went to Boston with Admiral Graves, and in 1775 was made a lieutenant by him on the day the battle was fought at Bunker's Hill, where I was with a party of seamen, supplying the army with what was necessary to them. In 1776 I went to Jamaica lieutenant of the *Hornet* sloop, and soon after the *Lowestoffe* came to the same station, of which Lord Nelson was lieutenant ; we had been long before in the habits of great friendship, and it happened here that Admiral Sir Peter Parker, the commander-in-chief, being the friend of both, whenever Lord Nelson got a step or rank, I succeeded him ; first in the *Lowestoffe*, then in the *Badger*, into which ship I was made a commander in 1777, and afterwards the *Hinchinbroke*, a 28-gun frigate, which made us both post captains : the *Hinchinbroke* was in the spring of 1780 employed on an expedition to the Spanish main, where it was proposed, by the River San Juan, and the Lakes Nicaragua and Leon, to pass by a navigation of boats into the South Sea. The plan was formed without a sufficient knowledge of the country, which presented difficulties that were not to be surmounted by human skill or perseverance. The river was difficult to proceed on



from the rapidity of the current, and the several falls over the rocks, which intercepted the navigation, and the climate was deadly; no constitution could resist its effects. At the port of San Juan I joined the *Hinchinbroke*, and succeeded Lord Nelson, who was promoted to a larger ship: but he had received the infection of the climate before he went from the port, and had a fever from which he could not recover until he quitted his ship, and went to England: my constitution resisted many attacks, and I survived most of my ship's company, having buried in four months 180 of the 200 which composed it. Mine was not a singular case, all the ships that were as long there suffered in the same degree: the transports' men all died, and some of the ships having none left to take care of them, sunk in the harbour; but transport ships were not wanted, for the troops they brought were no more; they had fallen, not by the hand of an enemy, but sunk under the contagion of the climate. From this scene I was relieved in August 1780, and in December following was appointed to the command of the *Pelican*, a small frigate of 24 guns. In August the following year, a severe hurricane blew, in which she was wrecked, being cast on the rocks of the Morant Keys, in the middle of a most tremendous night; the next day with great difficulty the ship's company got on shore on rafts, made of the small and broken yards, and on those small sandy hills, with little food and water, we remained ten days, until a boat went to Jamaica, and the *Diamond* frigate came and took us off.

The ship I next commanded was the *Sampson*, of 64 guns, which ship at the peace of 1783 being paid off, I was appointed to the *Mediator*, and went to the West Indies, where, with Lord Nelson, who then commanded the *Boreas* on the same station, I remained until the latter end of 1786. From 1786 to 1790, I was in Northumberland, making my acquaintance with my own family, to whom I had hitherto been as it were a stranger. In 1790 an armament being prepared against Spain, I was appointed to the command of the *Mermaid*, and went to the West Indies with Admiral Cornish; but affairs with Spain and Russia being accommodated, and no prospect of having

employment at sea again soon, I went into the North, and was married, and thought I was settling myself in great comfort ; but I was mistaken ; for in eighteen months the French war broke out, and in 1793 I was appointed captain of the *Prince*, Rear-admiral Bowyer's flag ship, and served with him until he was wounded in the action of the 1st of June, in the *Barfleur*. After that ship I commanded the *Hector* and *Excellent*, in which ship I went to the Mediterranean, blockading Toulon ; and in this ship I was on the 14th of February, 1797, in the action off Cape St. Vincent ; in 1799 I was appointed to the rank of rear-admiral, and soon after hoisted my flag in the *Triumph*, in which ship and the *Barfleur* I served until the end of the war.

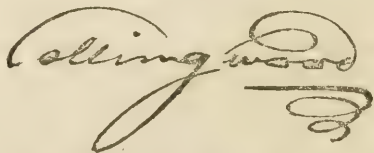
On the re-commencement of hostilities I was again employed in the Channel fleet, in a variety of ships, by which means I was always in a complete one, without having the inconvenience of quitting my station for the purpose of replenishing.

In May, 1805, I was appointed to command a squadron on foreign service. I remained before Cadiz, maintaining the blockade of that port, until Lord Nelson superseded me in my command in September last.

In this sketch of my life you may perceive, Sir, how great a part of it has been spent at sea ; since the year 1793, I have only been one year at home ; to my own children I am scarce known ; yet while I have health and strength to serve my country, I consider *that* health and strength due to it ; and if I serve it successfully, as I have ever done faithfully, my children will not want friends.

I am, Sir, your most obedient,

And very humble servant,

A handwritten signature in dark ink, reading 'Collingwood'. The signature is written in a cursive style with a large, sweeping initial 'C' and a long, trailing flourish at the end.

P.S. Mr. Bowyer, at the Historic Gallery, Pall Mall, has my miniature portrait.

To the above, we feel it necessary only to subjoin the following brief

# ACCOUNT OF LORD COLLINGWOOD'S FUNERAL,

which took place at St. Paul's Cathedral, on Friday, the 11th of May.

His Lordship's remains were landed at Greenwich Hospital, and there deposited, on Thursday the 29th of April. The flag of the *Ville de Paris* was hoisted over his coffin, which was placed under the stern of Lord Nelson's funeral car.

At Greenwich, on the morning of the funeral, the Pensioners, to the number of about 500, were drawn up in two lines, and the procession moved from the Painted Chamber in the following order :—

The Undertaker—the Mutes—the Chaplain.

The Body, carried by twelve veterans, Lord Collingwood's flag thrown over as a pall, and eight naval officers as pall bearers.

The drummers of the hospital, beating the dead march.

Eight wounded lieutenants of the Hospital.

Four wounded captains of ditto.

Lord Hoar, and the Lieutenant governor.

The above proceeded to the principal gate: the Body was then put into the hearse, and conveyed to St. Paul's Cathedral, where it arrived in the following order :—

The undertaker—four mutes—four men on horseback.

The banner of England—four men on horseback.

The coronet and velvet cushion, by a man on horseback, bare-headed, supported by two pages.

Two mutes on horseback.

The hearse, drawn by six horses, and ornamented with armorial bearings, and trophies emblematic of his victories.

Pages attending.

Seven mourning coaches, each drawn by six horses, and ornamented as above, with pages attending.

A number of gentlemen's carriages followed, among which were those of

Lord Grey, Lord St. Vincent, Lord Colgrave, the Lord Chancellor,

Lord Cocinane, Hon. Thomas Grenville, Admiral Harvey,

Sir Peter Parker, and about 50 other admirals and cap-

tains who had served under his Lordship.

Lord Collingwood's brother was chief mourner, and Spencer Stanhope, Esq.

M.P. second mourner.

On their arrival at St. Paul's the doors were opened at the west entrance, and the procession was received by the Hon. and Rev. Mr. Wellesley, and Dr. Weston, the ministers who performed the funeral service.

The body remained in the cathedral with the standard lowered, and the coronet placed on the pall, till the service had been performed. It was then taken to the vault under the dome, and laid by the side of Lord Nelson. At the request of the family, a steward, who had served Lord Collingwood more than eleven years, on board different ships (and whose attachment had remained unshaken), was allowed to perform the last sad office to the remains of his master, by placing the coronet on the coffin. The burial service was performed in the vault by the Rev. Mr. Wellesley, and after the ceremony, the funeral train returned to their carriages.—The spectators were numerous, and the greatest confusion prevailed in St. Paul's, in consequence of the pressure of the crowd. Several old Greenwich pensioners attended the funeral, from sincere attachment to the memory of their deceased commander.

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## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

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### NANTES IN GURGIT VASTO.

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#### EXTRAORDINARY INSTANCE OF PATERNAL JUSTICE:

**I**N the year 1526, James Lynch Fitzstephen, merchant, being elected Mayor of Galway, sent his only son commander of one of his ships to Bilbao, in Spain, for a cargo of wine. Former dealings at this place were the means of recommending the father's credit, which young Lynch took advantage of to secrete the money for his own use which his father entrusted him with for the purchase of the cargo. The Spaniard who supplied him on this occasion, sent his nephew with him to Ireland, to receive the debt, and establish a further correspondence.

The young men, who were much of an age, sailed together with that seeming satisfaction which congenial situations create among mankind. Open and generous, the Spaniard anticipated the pleasure which he should enjoy with such a friend. The ship proceeded on her voyage, and as every day must bring them nearer the place of destination, and discover the fraud intended by Lynch, he conceived the diabolical resolution of throwing his friend overboard. After sounding the sentiments of the hands on board, he brought the major part of them over to his purpose by promise of reward, and the rest by fear. On the night of the fifth day, the unfortunate Spaniard was violently seized in his bed and thrown overboard.

A few days more brought them to port; his father and friends received him with joy, and in a short time bestowed on him a sufficient capital to



set him up in business. Security had lulled every sense of danger, and he proposed for a beautiful girl, the daughter of a neighbour, in marriage. His terms were accepted, and the day appointed which was to crown his yet successful villany, when one of the sailors who had been with him on the voyage from Spain was taken ill, and finding himself at the point of death, he sent to the father, and communicated a full relation of the horrible deed which his son had committed on the seas.

The father, though struck speechless with astonishment and grief, at length shook off all the feelings which incline the parent to natural partiality. "Justice shall take its course," said the indignant magistrate; and he, within a few minutes, had his son seized, together with the rest of the crew, and thrown into prison. They all confessed the crime; a criminal process was made out against them, and in a few days a small town in the west of Ireland beheld a sight paralleled by few instances in history—a father sitting in judgment, like another Lucius Junius Brutus, on his son! and like him, too, condemning him to die, a sacrifice to public justice! "Were any other but your wretched father your judge," said the inflexible magistrate, "I might drop a tear over my child's misfortune, and solicit for his life, though stained with murder; but you must die!—these are the last drops, which shall quench the sparks of nature; and if you dare hope, implore that Heaven may not shut the gates of mercy on the destroyer of his fellow creature." He was led back to prison, and a short time appointed for his execution.

Amazement sat on the face of every one of this little community, which at least did not consist of more than three thousand people. The relations of the unhappy culprit surrounded the father; they conjured him, by all the solicitude of nature and compassion, to spare his son. His wretched mother, whose name was Blake, flew in distraction to the heads of her own family, and at length prevailed on them, for the honour of their house, to rescue her from the ignominy his death must bring on their name. They armed to deliver him from prison; when his father being informed of their intention, had him conveyed to his own house, which he surrounded with the officers of justice. He then made the executioner fasten a rope to his neck: "You have little time to live, my son," said he, "let the care of your soul employ your few last moments—take the last embrace of your unhappy father." He ordered the rope to be well fastened to a window, and compelled the constables to throw the body out. A few minutes put an end to his life.

#### ACCOUNT OF THE MAELSTROM, IN THE NORTH SEA.

THE Maelstrom is a current or motion of the sea of Norway, the effects of which are no less singular than dangerous. Between Lofoden and Moskoe, the depth of the water is between 36 and 40 fathoms when it is flood; the stream runs up the country with a boisterous rapidity, and the roar of its impetuous ebb to the sea is scarcely equalled by the loudest cataracts, the noise being heard several leagues off, and the vortex so powerful as to

absorb every ship that comes within its attraction. It is then beaten to pieces against the rocks at the bottom, and when the water grows smoother, its fragments are thrown up again. But these intervals of tranquillity happen only at the turn of the ebb and flow, and last but a quarter of an hour. Whales frequently come too near the stream, and are overpowered by its violence. It is then impossible to describe their howlings and bellowings in their fruitless attempts to disengage themselves.—A bear once attempting to swim from Lofoden to Moskoe, to prey upon the sheep in that island, was caught by the stream and borne down, whilst he roared so terribly as to be heard on shore. In the year 1645, the stream raged with such noise and impetuosity, that on the island of Moskoe the very stones of the houses fell to the ground.

This remarkable whirlpool is situated in longitude 10 deg. 46 min. east, latitude 68 deg. 8 min. north.

#### JEFFERY, THE SEAMAN.

MANY erroneous and contradictory reports having appeared, respecting the fate of this unfortunate man, the following extract of an affidavit, sworn before John Clarke, Esq. Mayor of Liverpool, by George Hassell, mariner, who arrived at Liverpool on the 14th of April, in the ship *Fame*, belonging to the house of Neilson and Heathcote, of that Town, will, it is presumed, be considered conclusive on the subject:—

“The deponent states, that in the month of March, 1809, he left the towns of Marblehead and Beverley, in the State of Massachusetts, for Boston; that about two or three days before deponent’s leaving Beverley, he saw a person of the name of Jeffery, who, he understood, was by trade a blacksmith, with whom he had some conversation, and who told him, that he (Jeffery) was born in the West of England, and had been put on shore on the island of Sombro, from an English sloop of war, by order of the captain, having been conveyed in the boat by a master’s mate and four men; and that the offence for which he was sent on shore was, for having taken some spruce beer belonging to the officers; that he remained on the island for three or four days, and subsisted by eating crab-fish, that happened to be washed on shore, and getting water to drink from the crevices of the rocks after it had rained; that he had been taken up from the island by the schooner *Betsey*, Captain Francis, of Marblehead. That at the time Jeffery came to Marblehead in the said schooner *Betsey*, he worked with a butcher there, and afterwards left Marblehead for Beverley, a distance of about six miles, and where deponent saw him last in the month of March, 1809, working with a blacksmith, and from whom, as deponent understood, he received wages at eighteen dollars per month. And this deponent further saith, that the said Jeffery was well known in the neighbourhood of Marblehead and Beverley, previous to deponent’s leaving, and was generally called by the name of *Governor of Sombro*, it being so notoriously known there that he had been put on shore by the order of an English sloop of war; that Jeffery appeared to the deponent to be about 22 or 23 years of

age, and about five feet four or five inches in height, with a light complexion, and rather slender made.

“GEORGE HASSELL.

“Sworn at Liverpool aforesaid, this 25th day  
of April, 1810, before me,

“JOHN CLARKE, Mayor.”

The subjoined extract of a letter, addressed to the Editor of a Cornwall paper, states several particulars relating to Jeffery's being set on shore, which were not mentioned on the trial of Captain Lake. Having mentioned our authority, however, we do not feel responsible for the veracity of the statement :—

“DEAR SIR,

“Fowey, April 27.

“In consequence of your letter, I have had a conversation with Ann Line (sister to Nathaniel Jeffery's father), who informs me that her nephew, Nathaniel Jeffery, a native of Fowey, being on board the Recruit sloop of war, commanded by Captain Lake; at a time when the people wanted water in the West Indies, Jeffery got at and drank some spence beer belonging to the captain, for which he was to suffer punishment. Mr. Richard Mould (also a native of Fowey), second lieutenant, was ordered by the captain to put Jeffery on shore. The lieutenant remonstrated, but could not prevail on the captain to adopt any other mode of punishment. Some of the boat's crew had a few biscuits and a piece of beef. Jeffery, when in the boat rowing on shore, desired them to drown him, but they could not, and must obey the captain's order. When the boat was on shore he clung to the boat. At last, the men forced him on the barren rock. They gave him the biscuit and beef. Lieutenant Mould would have given him money; but he replied, it was of no use to him. He then gave him the boat-hook and staff, and three handkerchiefs, to hoist as signals; after which they left him. This was related to her by — Libby, and — Johns, two seamen of Polperro, then belonging to the ship (soon after they were discharged): but these men will not say any thing about it now, as the woman says. She heard Lieutenant Mould say, that on their arrival in England (Captain Lake and Lieutenant Mould, returning in hope of promotion, Libby and Johns being discharged) Captain Lake said, I hope when I have another ship, we shall sail together.” Lieutenant Mould replied, “No, never. Recollect Jeffery.” The captain said, “I wish I had never done it.” Mr. Mould is now in the East Indies.”

#### OLD DESCRIPTION OF ST. HELENA.

THE following account of St. Helena, is taken from a work, entitled, “*A Description of the Persian Monarchy, now being, the Orientall Indyes, Iles, and other parts of the Greater Asia and Affrick;*” written by Thomas Herbert, Esq. (remembered for the attention which he paid to King Charles I. in his latter moments) at the early part of the seventeenth century :—

"Saint Helena was so denominated by Juan de Noua, the Portugall, in regard he first discovered it on that saint's day.

"It is doubtful whether it adhere to America or Afrique, the vast ocean bellowing, on both sides, and almost equally; yet I imagine that she inclines more to Afer than Vespusius.

"'Tis in circuit thirty English miles, of that ascent and height that 'tis oft enveloped with clouds, from whom she receives moisture to fatten her: and as the land is very high, so the sea at the brink of this isle is excessive deepe, and the ascent so immediate, that though the sea beat fiercely on her, yet can no ebbe nor flow be well perceived there.

"The water is sweet above, but running downe and participating with the salt hills, tastes brackish at his fall into the valleys, which are but two, and these very small, having their appellations from a lemon tree above and a ruined chappell placed beneath, built by the Spaniards, and dilapidated by the Dutch. There has been a village about it, lately depopulated from her inhabitants, by command from the Spanish King, for that it became an unlawful magazine of seamen's treasure, in turning and returning out of both the Indies, whereby he lost both tribute and prerogative in apparant measure.

"Monuments of antique beings, nor other rarities, can be found here. You see all, if you view the ribs of an old carrick, and some broken pieces of her ordnance left there against the owner's good will or approbation: goats and hogs are the new dwellers, who multiply in great abundance, and (though unwillingly) afford themselves to hungry and sea-beaten passengers: it has store of partrich and guinea hens, all which were brought thither by the honest Portugall, who now dare neither anchor there, nor owne their labours, lest the English or Flemmings question them.

"The ile is very even and delightful above, and gives a large prospect into the ocean. 'Tis a saying with the sea-men, a man there has his choice, whether he will breake his heart going up, or his necke coming downe, either wish bestowing more jocundity than comfort; and here we left buried our honest Captaine Andrew Evans."

#### BOAT CLOAK.

STANDING one day upon the wharf at Sheerness, with a captain whose boat was coming ashore, a woman of the town standing near said, "is that your boat, captain ——?"—"Yes," was the reply.—"I am sure that is a new made lieutenant in her," said the girl.—"How do you know that?"—"Why don't you see he has a cloak big enough for three people, and he does not give the midshipman a bit of it to sit upon."

#### TWO LETTERS FROM LORD NELSON TO COMMISSIONER SIR ISAAC COFFIN.

MY DEAR COFFIN,

*Palermo, February 5th, 1799.*

Thanks for your kind letter. I shall be glad to accept your offers of a hospital at Minorca, for all my ships want much repairing. God



knows if we shall not all very soon pay you a visit, for if the Vesuvian republic continues by the permission of the Emperor, the island must very soon be without a monarchy. Troubridge is gone to Egypt. We left-handed gentlemen are privileged to write short letters, therefore I shall finish. Believe me, ever, your most obliged and faithful friend,

“ NELSON.”

“ MY DEAR COFFIN,

“ *Palermo, February 15, 1799.*

“ I send you the Mutine, pray see if you can patch her up, and give her some stores. I am obliged to send El Corso on her mission, for which Duckworth will scold. How long we shall remain here, you must ask the French, for at present I see nothing to oppose their progress. God bless you.”

#### OFFICIAL MEMORANDA, RELATIVE TO THE LATE LORD COLLINGWOOD.

MAY 30, 1803.—Hoisted his flag in the Diamond to join Admiral Cornwallis. (When sent to the Mediterranean not known.)

MAY 18, 1805.—Appointed commander-in-chief of a squadron on a particular service off Cadiz.

SEPTEMBER 13, 1805.—Directed to consider the above commission as annulled, when he shall be joined by Lord Nelson; and to be under his Lordship's command.

NOVEMBER 6, 1805.—Appointed commander-in-chief in the Mediterranean; and died 7th March, 1810.

#### JEU D'ESPRIT.

THE following *jeu d'esprit*, which was current among the literary circles of Germany in the year 1804, has been lately communicated to us by a literary friend. The reader will perceive the characteristic national ingenuity displayed by the German translator, and we should be glad to record in the NAVAL CHRONICLE any successful attempt to transfer the spirit and dexterity of the original into our own or any modern tongue, although we confess we despair of seeing the difficulty overcome in any other languages than the Italian or Spanish.

#### AD GALLORUM DUCEM BONAPARTE.

Vaticinos tibi quod navales laurea cingit  
Tempora nec magnus spes mure destituit  
Dejiciet tua gens cunctas nex Gallia victrix  
Denique frangetur littus ad Albionum  
Sors bona non mala sors concludit prælia quara  
Secula te dicunt, pars bona non mala pars.

#### GERMAN TRANSLATION.

Ich verkünde das seeschlacht's kronen dein  
Bonaparte Warten; niemals die pläne  
Meeresflotten vereiteln. Sicherlich Gallier alle  
Völkerbunde vertilgen, England's küsten die

Heere Frankreichs erstürmen, nie dirkriege die  
 Misgeschike rathen ; wohl ist so, noch Jahr-hunderte  
 Werden ehren dich, nie dich verwünschen.

## REVERSE.

Verwünschen dich, nie dich ehren werden Jahr-hunderte noch, so ist  
 wohl, rathen misgeschike die kriege dir, nie erstürmen Frankreichs heere  
 die kusten England's, vertilgen volkersbunde alle Gallier, sicherlich vereiteln  
 meeresfluten die pläne dir ; niemals Warten Bonaparte dein kronen  
 seeschlact's, das verkunde ich.

## DANISH NAVAL OFFICERS.

On the 6th of January, 1810, the number of officers in actual service in the Danish navy was as follows :— 1 admiral ; 2 vice-admirals ; 8 rear-admirals ; 4 commodores ; 15 captain commanders ; 28 captains ; 31 captain-lieutenants ; 64 first lieutenants ; and 68 second lieutenants.—There were also engaged in the Admiralty service, and recruiting, 1 rear-admiral ; 7 commodores ; 2 captain commanders ; and 6 captains.

## TRADITIONAL ANECDOTE OF ADMIRAL BENBOW.\*

AFTER many years hard service (for he had only merit to recommend him) he visited Shrewsbury, his native town, (whether before or after he became an admiral is not said) and on his arrival proceeded to the house of his nativity, which was then occupied by people no way related to him. He entered the house, walked up stairs, went into the room where he first drew breath, fell on his knees, and returned thanks to the Great Disposer of Events for his protection and support.

## COMPARATIVE STATE OF NAVAL AND MILITARY OFFICERS IN THE HOUSE OF COMMONS.

	<i>Navy.</i>	<i>Army.</i>	<i>Total.</i>
In the year 1748, there were	11	47	58
1751, —————	14	41	55
1756, —————	16	37	53
1810, —————	19	44	66

## CORRESPONDENCE.

## MR. EDITOR,

IT appearing so very strange that the letters of the Hon. Captain Henry Duncan, containing accounts of the many gallant exploits performed by the boats of the Porcupine and Mercury, while on the Mediterranean

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\* A portrait and memoir of this officer will be found in the XXth Volume of the NAVAL CHRONICLE, page 169.

station, should never have been transmitted to the Admiralty, and consequently never published; while the Gazettes are constantly filled with accounts of that kind of service; I have accidentally procured copies of them, which I know you will be happy to insert in your NAVAL CHRONICLE; and it will certainly appear the more extraordinary, that these letters were never sent home, when, it is known, that the first lieutenant of the Mercury was a few days ago, promoted to the rank of commander, in consequence of the part he had in these exploits, which he of course would have got many months ago, had the knowledge of his services ever reached the Admiralty.

I am, Sir,

Your obedient servant,

London, 9th April, 1810.

W. H.

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*His Majesty's ship Porcupine, off Catero,  
23d November, 1807.*

SIR,

Having on the evening of the 7th October last chased a Trabacolo into the harbour of Zupaino, I sent Mr. George Price, first lieutenant of this ship, with a cutter and jolly boat, to endeavour to bring her out: on their rounding a point, which forms the entrance of that port, I observed a gun-boat, under the Italian flag, open a fire of round and grape upon them; I therefore, for the present, recalled the boats, but as soon as it was dark, detached them to attack her, having taken her guard boat (sent purposely to look out for them) mounting a four-pound swivel, and manned with French soldiers, they boarded and carried the vessel, under a heavy fire of grape and musketry; they expected the attack, and had in consequence moored her to the shore, with four cables, and were in every respect quite prepared for it. She proved to be la Safo, mounting one long brass 24-pound gun, and several large swivels, was commanded by Antonio Ghega, enseigne de vaisseau, and had on board about fifty men, most of whom jumped overboard. She belonged to a division of Venetian gun-boats, stationed along this coast, and had been sent three days before, from Ragusa, to protect the island of Zupaino. Great credit is due to Lieutenant Price, for his gallant conduct in this affair; also to Lieutenant Francis Smith, the petty officers, seamen, and marines, who were employed under him. I am happy to add we had only one seaman, and one marine, wounded.

His Majesty's ship under my command has also captured since the 23d of September last, about forty vessels belonging to the enemy; their cargoes chiefly consisting of grain and wine, and either bound to, or coming from, the ports of Ragusa and Catero; and as this service has been principally performed by Lieutenant Price, with the boats, and almost always under the fire of the enemies batteries and musketry, I would not be doing justice to that officer, was I to omit mentioning, how much I feel satisfied with his gallant and judicious conduct on these occasions.

Owing to a series of bad weather, I have been obliged to destroy la Safo, and most of the other prizes.

I am, Sir, &c.

HENRY DUNCAN, Captain.

*Patrick Campbell, Esq. Captain of his  
Majesty's ship Unité, and senior Offi-  
cer in the Adriatic.*

*His Majesty's ship Porcupine, off Catero,  
4th December, 1807.*

SIR,

Having received intelligence that the enemy were going to fortify the island of Curzola, I took every opportunity (when the strong southerly winds would not allow me to remain close in with Catero) to keep between Ragusa and that island. On the 27th of November, Lieutenant Price, in the cutter, captured two small vessels from Ragusa, under a fire of musketry from the shore, by which he had one man wounded; and on the 29th I sent him with the boats, to destroy a number of small vessels in the harbour of Zuliano, together with the wine that was in the magazines, it being intended for the French troops: this service he performed without any loss, and much to my satisfaction: a trabacolo loaded with wool, the only vessel that was afloat, he brought out. While the boats were returning on board, another trabacolo was seen coming down; I immediately gave chase in the ship, but Lieutenant Price anticipated my wishes, and with his usual alacrity, pulled to windward, and captured her. I had the pleasure to find she was from Ragusa, bound to Curzola, having on board stores of every description, for mortars and guns; two six and a half inch brass mortars, two five and a half brass howitzers, four new 18-pound gun carriages, plank and every material necessary for constructing a battery on that island, and a great quantity of shot and shells. A gale of wind came on immediately after we had taken the above vessels, which obliged me to destroy them, but the guns and most of the stores we took on board this ship.

I am, Sir, &c.

HENRY DUNCAN, Captain.

*Patrick Campbell, Esq. Captain of his  
Majesty's ship Unité, and senior Offi-  
cer in the Adriatic.*

*His Majesty's ship Porcupine, off Corfu,  
8th January, 1808.*

SIR,

His Majesty's ship under my command captured last night, after a chase of twelve hours, the French transport Saint Nicolo, carrying two guns, sixteen seamen, and thirty-one soldiers, belonging to the sixth regiment of the line, thirty-six hours from Tarento, bound to Corfu; finding that another bound to the same island had sailed four hours before her, I immediately pushed for the channel between Paxos and Corfu, and this morning had the good fortune to take her also; she proved la Madona del Carmine, carrying six guns, twenty seamen, and thirty-three soldiers, belonging to the same regiment; they are both large ships, and have cargoes of grain and gun-



powder on board, intended for the garrison at Corfu. The capture of these ships, on this their first voyage, gives me much pleasure, as they sail remarkably well, and have been completely fitted for carrying troops and provisions to the Seven Islands.

I am, Sir,

Your most obedient servant,

HENRY DUNCAN, Captain.

*Thomas Harvey, Esq. Captain of his Majesty's ship Standard, and senior Officer in the Adriatic.*

MY LORD,

*His Majesty's ship Porcupine, 1st July, 1808.*

I have the honour to inform your lordship, that on the 23d ult. a vessel under French colours came out of Civita Vecchia, and, endeavouring, by crossing this ship, to get to the westward, she was run ashore under two towers, mounting two guns each; I sent Lieutenant Price, with the boats, to destroy her, which he did most effectually, and without any loss, though under a very heavy fire. She was from the island of Ischia, loaded with wine.

On the 25th at day-light, off the island of Monte Christo, we fell in with a French schooner, which, after a chase of eleven hours we captured within a mile of the shore of Corsica, and about four leagues south of Bastia: her crew persevered for a long time in endeavouring to run her on shore, but were at last, though so near it, obliged by our fire to leave her, and they all made their escape. She proved la Nouvelle Enterprise, a letter of marque, pierced for fourteen guns, six 6-pounders mounted; only twenty-four hours from Leghorn, bound to Scala Nova, in Turkey, with a cargo of bale goods. She is not above three weeks old, sails remarkably well, and is the best found vessel of the kind I ever saw.

I am, my Lord,

Your Lordship's most obedient servant,

HENRY DUNCAN, Captain.

*To the Right Hon. Lord Collingwood,  
Vice-admiral of the Red, &c. Mediterranean.*

*His Majesty's ship Porcupine, at Sea,*

*July 14<sup>th</sup>, 1808.*

MY LORD,

I have the honour to inform your lordship, that on the morning of the 9th inst. being off Monte Circello, on the coast of Romania, I observed two French gun-boats, with a merchant vessel under convoy going alongshore to the westward: as the ship was becalmed, I sent Lieutenant Price with the boats, in pursuit of them; after a row of eight hours, in a hot sun, he drove the latter on shore, and forced the gun-boats to take shelter under the batteries of Port Danzo. At this time, seeing three very suspicious vessels coming down, with a fresh breeze from the westward, I was obliged to recall him, but before we could cut them off, they also got into the same

harbour. Next morning I observed one of them, a large polacre ship, lie further out than the others, and having reconnoitred, thought it possible to take her. I was the more induced to try it, from a wish to give a check to the trade along this coast, which our enemies think from their numerous batteries they can carry on without molestation. As soon as it was dark, the boats went in, under the command of Lieutenant Price, and from under the heaviest fire I ever saw, brought her out; she carries eight long six-pound guns, and had on board between twenty and thirty men, from Flores Bay, bound to Naples, with salt. When I consider that this vessel was moored to a beach lined with French soldiers, within pistol shot of two batteries, a tower, and of three gun boats, carrying each a 24-pounder, and thirty men, that from the baffling winds, she was an hour and twenty minutes before she got out of range of grape, and that the enemy were at first perfectly prepared for the attack; I cannot find words to express my admiration at the intrepid conduct of all the officers, seamen, and marines, employed on it.

I am sure that the services of Lieutenant Price, (he having been more than thirty times in action with the boats of this ship since October last) and his sufferings on this occasion, being severely wounded on the head, and right leg, will be a sufficient excuse for my requesting, in the strongest terms, that your lordship will recommend this gallant officer to the consideration of the Lords of the Admiralty.

Enclosed are the names of the officers employed in the boats, and a list of the wounded, all of whom I am happy to say are likely to do well; fortunately we had none killed.

I am, my Lord, &c.

HENRY DUNCAN, Captain.

*The Right Hon. Lord Collingwood, &c.*

*Vice-admiral of the Red, and Commander-in-chief, &c. Mediterranean.*

*Names of the Officers employed in the Boats of his Majesty's Ship Porcupine, on the Night of the 10th July, 1803.*

George Price, first lieutenant; Francis Smith (2) second lieutenant; James Renwick, lieutenant of the royal marines; Messrs. Barry, Fetherston, Wilkes, Adams, and Butler, midshipmen; and Anderson, captain's clerk.

*List of the Officers, Seamen, and Marines, wounded in the Boats of his Majesty's Ship Porcupine, on the night of the 10th of July, 1803.*

Lieutenant George Price, severely; John O'Brien Butler (midshipman) ditto; John Campbell, quarter-master's-mate, ditto; James Lewis, able, ditto; Joseph Germain, ordinary, ditto; Edward Edwards, able, slightly; James Rogers, marine, severely; Wm. Mitchell, ditto, slightly.\*

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\* This letter appeared in the Gazette, and Lieutenant Price was made a commander.

SIR,

*His Majesty's Ship Porcupine, 27th August, 1808.*

I have the honour to inform you, that his Majesty's ship under my command, on the 21st ultimo, drove on shore near Monte Circeo, a French polacre ship, which was afterwards completely destroyed by the boats under the command of Lieutenant Francis Smith (2), and without any loss, though under the fire of a tower, mounting two guns, with a pistol-shot of her; she was about two hundred tons burthen, from Naples, loaded with iron hoops, and staves.

On the 8th instant we chased another French ship into the island of Planosa, near Elba, which is defended by a tower and battery: at night I sent the boats to attack her, under the command of Lieutenant Smith, assisted by Lieutenant James Renwick, of the royal marines, Messrs. Parry and Barry, master's mates, Lane, midshipman, and Anderson, captain's clerk. Notwithstanding the heavy fire of the vessel, the forts, of the French soldiers which lined the beach to which she was moored, and one of her guns, which had been landed purposely to defend her, they (with that determined and steady courage which has so often, on these occasions, distinguished the officers, seamen, and marines I have the honour to command) boarded and brought her out; she proved *la Conception*, mounting four guns, from Genoa, bound to the island of Cyprus, with bale goods. Lieutenant Smith is deserving of every praise which I can bestow, for his gallant and judicious conduct, and he speaks in the highest terms of every one employed under him.

Enclosed is a list of the killed and wounded; among the latter is Lieutenant Renwick, of the royal marines, a most excellent and gallant officer; he has on this occasion received three musket-ball wounds; but I am happy to add is recovering fast.

I have the honour to be, &c.

HENRY DUNCAN, Captain.

*Vice-admiral Thornborough, &c.*

*A List of Killed, &c. in the Boats of his Majesty's ship Porcupine, the Hon. Henry Duncan, Captain, when cutting out the French ship la Conception, 8th August, 1808, from an Harbour in the Island of Planosa, near Elba.*

Charles Evans, captain fore-top, killed; James Renwick, lieutenant, royal marines, wounded severely; B. Swanson, captain of the after guard, ditto; James Borlase, carpenter's mate, ditto, died 8th August; Richard Mangor, able, ditto; Thomas Hampson, able, ditto; Leonard Sooby, able, wounded severely; Edward Edwards, able, wounded slightly; James Handby, marine, ditto; James Rogers, ditto, severely.

SIR,

*His Majesty's ship Mercury, off Ravigno, 2d April, 1809.*

I have the honour to inform you, that the boats of his Majesty's ship under my command, last night cut out of the harbour of Ravigno, and from

under a very heavy fire of great guns, and musketry, *la Leda*, Venetian gun-boat Antoine Bonnevie, enseigne de vaisseau, commander, carrying one long 24-pound gun, and six large swivels; another of the same description was lying close to her, and would certainly have been captured also, had not a fog unexpectedly come on, which completely deranged the plan of attack, thereby obliging the boats to tow the vessel out, under the additional fire of five guns, on an island, which was to have been stormed by the marines. When the strength and situation of the harbour of Rovigno are considered, (the entrance not being more than 100 yards wide) that the gun-boats were moored close to two heavy batteries, and that they were so well prepared, as to fire several times before our boats got up, that they had been reinforced that evening by a detachment of soldiers, and had boarding nettings nearly up to their mast heads: I do not think more bravery was ever displayed, than by the officers, seamen, and marines, employed on this occasion. They were commanded and led on in the most gallant manner by the first lieutenant, Watkin Owen Pell, who received two severe wounds in boarding, and has before lost a leg in the service of his country. Enclosed is a list of the killed and wounded, and the names of the officers employed on this service.

I have the honour to be, &c.

HENRY DUNCAN, Captain.

*William Hoste, Esq. Captain of his Majesty's ship Amphion, and Senior Officer, &c.*

*List of Officers and Men killed and wounded in the Boats of his Majesty's Ship Mercury, the Hon. Henry Duncan, Captain, on the Night of the 1st of April 1809.*

*Killed.*—John Hopkins, ordinary seaman.

*Wounded.*—Lieutenant W. O. Pell, severely; Philip Gill, coxswain, severely; George Hutchinson, severely; Robert Williams, severely.

*List of Officers employed in the Boats of his Majesty's ship Mercury, the Hon. Henry Duncan, Captain, on the Night of the 1st of April, 1809.*

First lieutenant, W. O. Pell; second lieutenant, Robert James Gordon; Mr. Richard Hildyard, master; Lieutenant Whylocke, royal marines; Mr. Jeremiah Crawley, carpenter; Mr. George Anderson, captain's clerk; Messrs. Stirling, Wilkes, Parker, and Adams, midshipmen; and Mr. Robert Williams, acting assistant surgeon.

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*His Majesty's Ship Mercury, off Cape Colone,  
May 19th, 1809.*

MY LORD,

I have the honour to inform your lordship, that in coming down the Adriatic on the 15th instant, being becalmed off the town of Rotti, near Manfredonia, I observed seven large trabacolas, and several smaller ones, hauled upon the beach, and sent a flag of truce to desire them to be given



up, as I was unwilling to hurt their town, which being refused, the *Mercury* was anchored within half-gun shot, in four fathoms, and after a few broadsides, the boat's crew and marines, under the second lieutenant, Gordon, were enabled to land and destroy them; their being hauled on shore, would not have prevented our getting them off; but a breeze springing up, I did not think it an object worth detaining the ship for, having despatches on board. I am sorry to say that Lieutenant Gordon, who has on many occasions particularly distinguished himself, is severely burnt by an explosion of gunpowder, while blowing up one of the vessels; he is the only person hurt on our side. The enemy must have suffered much in the town.

I have the honour to be, &c.

HENRY DUNCAN.

*The Right Hon. Lord Collingwood, Vice-admiral of the Red, and Commander-in-chief, &c. Mediterranean.*

*His Majesty's ship Mercury, off Manfredonia,  
September 8th, 1809.*

SIR,

In obedience to your order of the 31st ult. to endeavour to take or destroy the enemy's schooner, in the harbour of Barletta, I have the honour to inform you, that although we got off the port on the 2d instant, the weather would not allow of our making the attempt until last night, when she was boarded, and carried in the most gallant style, by the boats of his Majesty's ship under my command, she proves the French schooner of war, *la Pugliese*, launched at Barletta about three months ago, pierced for ten guns, had on board seven (five six-pounders and two eighteens) was commanded by an enseigne de vaisseau, with a complement of 50 men, but had only 31 on board, who were so prepared for the attack, as to be able to fire on our boats before they got alongside.

It gives me the most sincere pleasure to add, that this service has been performed without a man being hurt on our side; and as, besides her own means of defence, she was moored with eight cables inside, was almost touching a mole, lined with musketry, within musket-shot of a castle, mounting eight guns, and of two armed feluccas, from under which fire she was towed, without rudder or sails; I must principally attribute this good fortune, to the judicious and prompt manner in which the attack was made, which strongly marks the judgment and gallantry of the first lieutenant, Pell, who directed it. He speaks in the highest terms of the assistance he received from the second lieutenant, Gordon, Lieutenant Whylocke of the marines, Mr. Sandell, the gunner, and Mr. Anderson, captain's clerk, each of whom commanded a boat; and of the excellent good conduct of the officers, seamen, and marines, employed under him.

I have the honour to be, &c.

HENRY DUNCAN, Captain.

*William Hargood, Esq. Captain of his Majesty's Ship Northumberland, and Senior Officer, &c. Adriatic.*

MR. EDITOR,

*London, 28th March, 1810.*

**S**HOULD you approve the subjoined notice of the miraculous escape of his Majesty's ship *Thunderer*, from being wrecked on the coast of Ireland, in a heavy gale of wind on the night of the 10th of December, 1803, you will oblige me by inserting it in your valuable publication.

I have the honour to be, Sir,

Your most obedient servant,

ANDREW BARCLAY,

Then Master of the *Thunderer*.

In the afternoon of the night that the gale commenced, the *Thunderer* had stood close in shore to speak a ship bound to Cork; the wind southerly, and before an offing could be obtained, the gale commenced, and so violent in its onset, that had it not been for the exertion and judicious conduct of so experienced a seaman as Captain Bedford, much of the canvass which was set must have blown away before it was reduced to the fore-sail, and treble-reefed main-top-sail, which sail it was absolutely necessary to carry, to prevent the ship from drifting direct on an iron-bound coast; and to endeavour to forereach her, round the mizen-head, to obtain the entrance of Bantry Bay. It is impossible for me to express the anxiety that was felt during the night; from the press of sail set, the ship labouring much, with the night tremendously dark, and drizzling rain: our destiny depended on the fore-sail and main-top-sail holding out; for if either of them had given way, all was lost; as it blew too hard to attempt setting other canvass, and but two miles from a lee-shore. The joy of every countenance at day-break, to find we had reached the land, and was in Bantry Bay, was inexpressible.



TO THE RIGHT HONOURABLE S. PERCEVAL.

(Copy.)

SIR,

**B**Y the decease of Lord Collingwood, the sinecure appointment of Major-general of Marines has become vacant, and as on former occasions, has been filled up by an admiral.

At such a period as the present, it might have been supposed, before you resolved to gratify any sentiment of private inclination, to which this vacancy in your patronage might give rise, that as a minister you would have paused before you determined on the revival of the above useless, and it may be said, contemptible appointment; useless it cannot be denied, inasmuch as there is not the execution of even a shadow of duty to plead in its behalf; and in point of fact it has no more reference to the useful corps of which it bears the name, than it has to the Archbishop of Canterbury, or any other subject equally foreign to it; and contemptible it may be said to be, from its bestowing the title of general on a British admiral, for the sole purpose of authorizing the payment of *£l. a day* from the public purse: a

title so inapplicable, and a pension, under such a denomination received, ought surely to be rejected by a British admiral with disdain.

I wish not to be understood as conveying any reflection on the respectability of that highly useful body, the Corps of Marines, a corps of which I had but a very vague idea, till the serious occurrences in the Channel Fleet in the year 1797, led me to procure information on this important branch of our national strength; and standing perfectly unconnected with it, I cannot be accused of sinister motives in the assertion, that this corps has deserved more attention and encouragement than the Board of Admiralty has of late years thought proper to bestow upon it. To return to the subject in question, the appointment above mentioned would probably be not useless, and *could* not be contemptible, were it held, and proper duties assigned to it by an officer of its own corps: but can any thing be more preposterous than the appointment of admirals as generals, lieutenant-generals and major-generals of marines, with no duties to fulfil, and four captains selected from the navy as colonels of the same corps, precisely under similar circumstances as the admirals above mentioned. To trace these appointments to their origin seems not necessary; suffice it to say, that the lieutenant-generals and major-generals were created so late as 1794; but the naval colonels, as far back (I am credibly informed) as the year 1760, at which time the only colonel which the corps of marines had was removed from his command at an expense to the public, and three captains of the navy were commissioned as colonels of marines, for the express purpose, as the order of council states, of "better disciplining a large body of marines ashore," with an income of 2*l.* per day. This not only proved injurious to the service, but the inexpediency of the plan was soon apparent: those new colonels were not in their proper element; it became necessary to intimate to them they were to consider themselves as not belonging to the corps, but the emolument was, and has been continued to this day, an instance of still-born imbecility in the projector of a useless burthen to the state.

I am by no means desirous of mis-stating facts, but if I am rightly informed, the amount of pay issued to those nominal generals and colonels, is above seven thousand a year.

It is not meant to contend that these appointments have been bestowed on persons not worthy of a remunerative consideration for their services to the state; but if those meritorious officers have acquired a claim of this nature, let them not have appointments foreign to their profession, and which no doubt create a blush every time they receive the emolument of such improper titles. The Commons, Sir, I am persuaded, would cheerfully adopt, and the public as warmly applaud, a proposal from the minister, for distinguished naval officers to enjoy pensions equal to the sinecure appointments they at present hold. This measure would have the advantage of things being called by their proper names, and would tend to destroy the odium now so generally felt, on the knowledge of useless sinecures.

If ever there *was* a reason for erecting a general of marines, I presume it must now have acquired much additional strength, as I believe that corps

to consist of a much larger force than at any former period; but this is a point foreign to my purpose, my wish is merely to draw your serious attention to those anomalous appointments of generals and colonels of marines from the navy: those unnatural excrescences, so derogatory to the patriotic delicacy of the gentlemen appointed, should be suffered to drop as nature permits, for no one will have the hardihood to deny that any thing can be more preposterous than they are, more useless to the state, or more humiliating to the corps, to which they hang an obsolete and useless appendage.

May 10th.

A TEMPLAR.

~~~~~  
DUELLING.  
~~~~~

Am I to set my life upon a throw  
Because a bear is rude and surly?—No—  
A moral, sensible, and well-bred man  
Will not affront me, and no other can.—COWPER.

MR. EDITOR,

**I** MAY perhaps be considered as deviating from my attempt to elucidate the true nature of discipline, if I offer a few thoughts on the subject of *duels*; but as they occasionally arise from matters wholly relative to the service, and then are indeed most highly subversive of good order, I deem myself still within the limits I had assigned.

It is, however, with very great pride and pleasure, Mr. Editor, I observe, that the navy is by no means fertile in these mischievous and foolish calls to *indecisive decision*, as they may be well termed; and your annals of many years are blotted with very few instances of duels between naval officers, when we consider the fashion of the times, and that the custom does not appear to have been discountenanced where it might have been, to very great effect.

But the naval character is happily marked by an honourable and good-humoured neglect of that fastidious spirit which leads men into these disgraceful broils: and from this happy circumstance, there is more confidence, and more real social enjoyment among naval officers than any other body of men whatever; and as their public actions can bear minute examination, we come to a pleasing result, that those men who fight the enemies of their country with most effect and bravery, are perhaps the least apt to cut each other's throats for a mistaken or an idle word. Indeed, with a few melancholy exceptions, duellists are not found in the class of the really brave—

“And fear, not courage, is the proper source—  
The fear of tyrant custom, and the fear  
Lest fops should censure us, and fools should sneer.”

They are to be found amongst those whose passions have been fostered, and



their reason neglected. I am, Sir, at present treating the subject under merely human considerations, for it is universally known that the precepts of our holy religion are both plainly and positively explicit against the practice.

In a former letter I have recommended that the pillow should be consulted before the infliction of punishment, and when it has been, I am very certain that it has been less severe, and at the same time more just, than if it had been inflicted without that precaution. If the same monitor had always been consulted before the penning a challenge, I verily believe that few duels would ever have taken place, and by way of explaining my opinion I will fancy a case. We will suppose that after an angry altercation, and insulting language, one party *instantly* writes his opponent—

“ SIR,

“ Your language and behaviour towards me have been so perfectly unlike a gentleman, that I must insist upon your retracting your words in a public apology, or giving me that satisfaction my injured honour demands.

“ I am, &c.”

The reply we may conceive such as this—

“ SIR,

“ When you presume to *insist* you must have been certain of my scorn-  
ing to comply, and therefore shall answer your *demand* of satisfaction when  
and where you please.

“ I am, &c.”

I think these letters are somewhat in the usual style, and evidently tending to preclude the possibility of the *satisfaction* of an amicable adjustment as much as the writers can.

Let us, however, suppose the consultation with the pillow, which I have recommended to have taken place, and I think the correspondence would have assumed something like the following character :—

“ SIR,

“ I rely with the most perfect confidence on your retracting the offensive language made use of towards me during our unfortunate altercation yesterday, and if during our warmth I have erred towards you in the same way, I am ready to make such apology as our friends who were present may recommend.

“ I am, Sir, &c.”

Reply—

“ SIR,

“ As it has been with much concern that I recollect the improper lengths I was led in the warmth of our late dispute, I receive with much *satisfaction* your tender of amicable adjustment and will submit the nature of my apology to our friends who were present.

“ I am, Sir, &c.

I presume that the above would not be much unlike letters written by the same persons, the first ~~under~~ the influence of passion, the latter under the guidance of reason ; for there is this essential distinction in the feelings of angry disputants, at *the time*, each thinks that only one is in an error, the *next day*, each sees as clearly as possible, that there have been faults on both sides.

We are told that there is an *unpardonable* grossness of language, and the giving *the lie*, is esteemed such. In answer to this I may observe, that the habits of a gentleman are such, that even passion will not lead him to use such an expression, and the duty of the person receiving such language is to take the proper steps to have the person using it expelled from society. In cases of duels I believe one consideration either in giving or receiving a challenge, has been whether the other party is on a proper footing, that is, whether his rank and character qualify him to demand or receive satisfaction. Now, if a man has debased himself so low as to use gross and *ungentlemanlike* language, it is well worth the aggrieved person's consideration, whether he should put himself *on a footing* with him.

The use of duels, we are told, is, that they are a check upon bad tongues and foul manners, and that much grossness would be the consequence of their disuse. Human nature certainly needs trammels, but much better than duels might be found, not only morally better, but more efficacious in the remedy of the evil. The general causes of duels are exactly such matters as are most open to arbitration, and most easily settled by it. Duellists conceive that an affront put up with will drive them from society, they therefore fight in order to hold their places in that society. But who is the proper judges of the propriety of their retaining this station ? Surely that society to which they belong.

At this present moment there is a great agitation among us, from an idea that the House of Commons have exceeded all due bounds, by acting as judge and jury in their own cause, and the utmost extent of the power exerted, be it legal or not, tends to confinement during the term of their session. Now every challenger assumes this power, and *certainly* against every law, divine and human ; he presumes to be judge and jury in his own cause, and summons his adversary to a decision where *death* is the frequent, and always the expected result. He summons his adversary to meet—yes ! to meet his God !

“ Cut off even in the blossom of his sin,  
Unhousell'd, disappointed, unanneal'd  
No reckoning made, but sent to his account  
With all his imperfections on his head.”

In what way the legislature would think proper to act with respect to the adoption of means to put an end *generally* to this disgrace to good sense as well as our Christian profession, I am not to say, but I have always considered it as completely within the power of the executive government to crush it easily and entirely in the army and navy. A very few instances of *degradation* would have more effect towards the government of the tongue

and of the passions, than all the duels that ever were fought. Strange as it may appear, I rather think that the custom of duelling tends to a contrary effect; that it *promotes* quarrels and uncourteous retorts, and I believe there are very many instances in which young men have fired at expressions which they would have never noticed, but for the fear "lest fops should censure them and fools should sneer."

Is there any officer hardy enough to say that it would not be more *satisfactory* to his character and feelings to have the approbation of a court martial, or even the award of his messmates, than to have shot his opponent through the head; and more wise to trust to the decision of honourable men, than to have his brains blown out by one who he thinks has already injured him? There are articles of war which provide against quarrels and ungentlemanlike behaviour, and any military man who flies from the decision of a court martial to a duel, should without hesitation or exception be totally dismissed his Majesty's service. The laws having provided that the man of honour may have recourse to honourable men to judge of his conduct, the presumption of judging for himself merits disgrace. But I mean not to enlarge upon a subject which has been so often fully and ably discussed. If indeed there could be devised no other possible means to vindicate an injured reputation, but to sink it still lower in the eyes of men of common sense and *true honour*, we might stare at the absurdity, and wonder at the weakness of men's wits. Weak we see them to be in this misnomer of *satisfaction*, and as the progress of wisdom over habit is but slow, I deem the executive government still more faulty than individuals; nor have I been able to account for the verdict of some juries, who, where there has been a deliberate and avowed determination to kill, and death has been the result, have found this not to be murder.

Honour, like every other principle of action, to be well understood must be clearly defined, and the genuine should be carefully distinguished from the spurious. This has, perhaps, been as well done by that able scrutinizer of the human heart, Archbishop Secker, as we may ever expect to see it.

"And true honour as far as it goes, is a noble principle indeed. It is uniform virtue, adorned with dignity of manners, with attention to every thing praiseworthy and amiable, and scorn of every thing base and mean, judging what is so by reason and truth, not vulgar opinion. But the false honour of the vicious is an airy phantom; changeable as fancy and fashion vary; that permits in multitudes of instances, and requires in some, the cruellest, the absurdest behaviour; and sets men up for objects of respect merely because they profess calling to account whoever shall fail of the regard they demand, or ascribe to them any bad quality which they do not care to own. It can never be that so wretched a counterfeit as this should be the guide of life."

The 161st paper of the *Guardian* is worth perusal on this subject.

I remain, Sir, yours, &c.

A. F. Y.

## PLATE CCCXI.

THE annexed Plate, from a drawing by J. T. Lee, Esq. presents a view of the action which was fought on the night of December 13, 1796, off the shoals of Trafalgar, between his Majesty's ship *Terpsichore*, of 32 guns, commanded by Captain Richard Bowen, and *la Vestale*, French frigate, of 40 guns. The particulars of the engagement are related in the memoir of Captain Bowen's professional services, at page 371 of the present Volume.

## CORRECT RELATION OF SHIPWRECKS.

## No. XXXIX.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

\* \* \* We shall endeavour, if the press of other naval documents will admit, to add greatly to that valuable collection of Shipwrecks which the *CHRONICLE* already contains. Some very interesting narratives of this description have been lately sent us: that which Mr. Boone has obligingly drawn up and communicated, will we trust produce the effect intended on the humane minds of his countrymen; and bring to light the names of the barbarous crew of the unknown vessel; who not only neglected, but seemed to insult the wretched crew of the *Nautilus* in their abject distress, and misery.

*Narrative of the Loss of his Majesty's Ship Nautilus, on a Rock in the Archipelago, in January, 1807; during a Night of great darkness, the horrors of which were increased by the severity of the Weather and Lightning that prevailed. The wretched Survivors lingered on a barren Rock, amidst the dead bodies of their Captain and Shipmates, for nearly six Days.* Written by Mr. Boone, R.N. one of the unfortunate crew.

ON the morning of the 3d of January, 1807, his Majesty's (late) sloop the *Nautilus*, left the Bay of Abydos, in the Hellespont, charged with despatches of an urgent nature to the commander-in-chief of Cadiz; which had been received from Rear-admiral Sir Thomas Louis, on his arrival from Constantinople the preceding day. We got under weigh at day-light, and left the admiral with the small squadron under his command, consisting of his Majesty's ships *Canopus*, *Thunderer*, *Standard*, and the *Active* frigate, at anchor in the bay. A fine fresh wind from the N.E. carried us rapidly out



of the Hellespont, and from those celebrated castles at the entrance of the Dardanelles. Soon afterwards we passed the island of Tenedos, on the coast of Natolia, so famous for its muscadine wines, for being opposite the ancient city of Troy, and the no less remarkable Mount Ida. We here saw two vessels of war at anchor off the small town on the north end of the island. On our passing them, they hoisted Turkish colours, which compliment we returned, by shewing them those of our nation. In the course of the day, we saw many of those islands so numerous in the Archipelago : among others that of Lemnos, which we left on our right at a considerable distance. In the evening we approached the island of Negropont, situated in lat. 38 deg. 30 min. N. and long. 24 deg. 8 min. E. The islands of the Archipelago here became more numerous, and the navigation more difficult, from the narrow entrance occasioned by Negropont and the island of Andros, about eight or ten miles south of the former. The wind still continued to blow fresh ; and as night was coming on with an appearance of being squally, and dark, the pilot wished to lay-to until the morning ; which was accordingly done, and at day light we again proceeded, shaping our course for Falconera, pursuing a track that has been most ably and beautifully described by the celebrated Falconer in his *Shipwreck* \* ; whose tomb is still seen by seamen, near the Doro passage, in the Archipelago. About five o'clock in the evening we made the island, and shortly after, that of Anti-Milo, fourteen or sixteen miles N. W. of the extensive island of Milo, in lat. 36 deg. 41 min. N. and long. 25 deg. 6 min. E. which we could not see, from the weather being so thick and hazy. Here the pilot, a Greek, gave up his charge of the ship, never having been beyond it ; of course the care of the ship again devolved on our captain ; who, anxious to obey the orders so urgently given him, and having so plainly seen Falconera, and Anti-Milo, determined to go on during the night ; and by passing between Candia, and Cerigotte, he felt confident that by the morning we should be clear of the Archipelago, and of all the dangers of our passage. How weak are human foresight and experience ! How vain the joy we anticipated ! We had reason to expect, that our despatches were of such con-

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\* Thus o'er the flood four hours she scudding flew,  
 When FALCONER's rugged cliffs they view  
 Faintly along the larboard bow descried,  
 As o'er its mountain tops the lightnings glide.  
 High o'er its summit, through the gloom of night,  
 The glimmering watch tower cast a mournful light:  
 In dire amazement rivetted they stand,  
 And hear the breakers lash the rugged strand—  
 But scarce perceived, when past the beam it flies,  
 Swift as the rapid eagle cleaves the skies :  
 That danger past reflects a feeble joy,  
 But soon returning fears their hope destroy."

*Falconer's Shipwreck, 3d Canto.*

sequence, as might induce the commander-in-chief to send us on immediately with them to England : our hearts were delighted at the thought to see again our native country, and to behold once more our friends. Yes, reader, these exquisite pleasures sailors enjoy by anticipation : what must then be their disappointment, to have had those pleasures suddenly and unexpectedly changed to absolute despair.

The night was extremely dark, and the vivid lightning continually flashed in the horizon. But this latter circumstance gave the captain more confidence, being enabled by it to see at so great a distance at intervals, that should we have neared any land, he imagined we could plainly discover it in time to avoid danger. The wind continued to increase, and though our ship had but little sail set, yet we went at the rate of nine miles an hour : for she was assisted by a high following sea ; which, with the vivid lightning, made the night particularly awful. At half-past two in the morning, we distinguished high land, which we took to be the island of Cerigotte. We now thought that all was safe, and that we had left every danger behind us : we altered our course to get past this island, and continued to run without accident, until half-past four o'clock, at the changing of the morning watch, when the look-out man called out, *Breakers a-head !* and immediately the ship struck with a most tremendous crash. Such was the violence of the shock, that the writer of these pages was thrown from his bed, and found it impossible, without holding on, to stand on the deck. It is impossible to describe the terror and sensations that predominated at a moment so distressing : hope, fear, and despair, by turns prevailed. Our first determination was to attempt to save a wretched life.—We had scarcely time to make our reflections—every moment was precious. The greater part of our crew immediately hurried on deck ; which was scarcely accomplished, before all the ladders gave way, and left many poor wretches struggling in the water that had already rushed into the lower part of the ship. Upon deck all was now confusion and alarm, and when we clearly had ascertained our situation, we could not but consider our destruction as inevitable. Alas, ill-fated Nautilus ! how few expected your destruction. Now abandoned to the power of a tremendous element, how soon were you annihilated. Every sea lifted up our ship, and then again dashed her on the rocks with a force that carried every thing before it. In a very short time we had only the rigging to fly to, on which we were exposed to a remarkable high sea, that every moment broke over us ; and in this situation we remained for more than an hour, thinking of all we had anticipated. Oh, my father !—my mother ! my wife and children ! were the frequent exclamations, that shewed the different feelings every one experienced. The night still continued very dark, and the lightning had ceased ; so that we could not see the length of the ship from us. Our only hope was now in the falling of the main-mast, as we supposed that by it we might be able to reach a small rock near us. About half an hour before day-light the main-mast gave way, and we were enabled by it to reach the place we had intended ; the struggling and confusion that we experienced in thus far escaping death, is not to be described : several of our unfortunate shipmates

were drowned, and one man had his arm broken. Our boats were stove and beat in pieces. Several of us attempted to haul in the jolly boat, but found that our strength could not accomplish that object. For a long time the ship sheltered us from the surf; but as our poor vessel broke up, we found our situation every moment becoming more perilous; and that we should soon be obliged to leave the part of the small rock we then were on, to wade to another that appeared to be somewhat larger. It was therefore determined to follow the example of our first lieutenant; who, by watching the seas, had safely got to the other side: we had scarcely formed our determination, and prepared to put it in execution, than we had to encounter an immense quantity of loose spars, that were thrown immediately into the channel we had to pass; but we were compelled to be desperate, and at once to risk our fate. Many, in crossing from one rock to the other, were most severely wounded; and we all suffered more at this time, than in gaining the small rock from the ship; the loss of our shoes most particularly was severely felt, and the sharp rocks lacerated our feet in a dreadful manner; some had their legs covered with blood.

Day-light now began to appear, and soon shewed us the morning of the 5th of January, sarrounded with horrors: to us a most memorable morning—what a sight had we to witness! The sea all around was covered with the wreck of the ill-fated *Nautilus*; many of our unfortunate companions were seen floating away on spars, and other parts of the wreck: the dead and dying mixed together—without a possibility of our being able to afford them the least assistance: Our much admired ship, for which every one owed a kind of affection, was a perfect wreck—in two short hours had she been completely destroyed, and her crew placed in a situation that at once reduced them to despair. Our wild and affrighted looks plainly marked our grief and horror: when we considered our real situation, there was nothing left but resignation to the will of Heaven. We found ourselves placed on a barren coral rock, scarcely above the water; and which, from the writer's recollection, might have been about three or four hundred yards long, and two hundred broad. We were at least twelve miles from the nearest islands, which we afterwards found to be those of Cerigotte, and Pora, on the north end of Caudia, which were about thirty miles distant, and at the western entrance of the Archipelago. It was now first reported that a small boat with several men had escaped; but her fate was uncertain: our only hope then was, that a vessel might pass near us, and probably might see our signal of distress, which we had raised on a long pole fastened in a hole of the rock. From the neighbouring islands we could not expect relief; they were too far distant. But we were doomed to suffer still greater distress. To avoid the inclemency of the weather, which was extremely severe, (indeed the ice the day before had been on the decks of our unfortunate vessel) we with much difficulty, by the help of a knife and a flint, preserved in one of the pockets of the sailors, and with some damp powder taken out of a small barrel washed on shore, endeavoured to make a fire; which after great trouble was accomplished. We then proceeded to make a kind of tent, with pieces of old canvass, boards, and such



things as we could find of the wreck ; and by these means were enabled to dry the very few clothes we had about us. We had now to pass a long night with little comfort, and without hope : but we were in some measure consoled with the thought, that our fire might perhaps be seen in the night, and be taken for a signal of distress ; and it was to this circumstance, and to the exertions made by a brave shipmate, that we who now survive, next to Heaven, owe our existence. The boat, that has been mentioned as reported to have escaped, was a small whale boat, which at the time the ship struck was hanging over the quarter, into which the captain's coxswain, George Smith, an officer, and eight men, got into ; and by immediately lowering themselves into the water, most providentially escaped ; they had, however, to toil at their oars for a considerable time, and at length reached the small island of Pora, after having rowed twelve miles against a very high sea, and with the wind blowing exceedingly hard. They found Pora to be scarcely more than a mile in circumference, on which were nothing but a few sheep and goats that had been placed there by the inhabitants of Cerigo ; who in the summer months come over for the breed of those animals, leaving as many as they think sufficient for the returning season. Some rain water in the hole of a rock, was all the fresh water they could find, and that was barely sufficient to last those that afterward remained for four days, most sparingly used. Our more fortunate companions had not the least idea, that any but themselves could have escaped a destruction which appeared to them so inevitable ; but our fire during the night, which they saw, made them conjecture that some had survived. With this idea the coxswain proposed to risk again the boat, and to endeavour to afford those that might be thus left, every possible assistance : though this met with some little objection, yet this brave fellow was determined to assist us, and by his persuasions induced four others to accompany him.

It was about nine o'clock on the morning of Tuesday, the second day of our shipwreck, that we discovered our little whale boat coming towards us ; all uttered a cry of joy ! If a reprieve gives to the mind of a criminal emotions that may be fatal to him, what must have been our sensations at the sight of our little boat—but alas, many were too, too sanguine, in this expectation : Why had not the rude and boisterous element rather have swallowed up at once those dear fellow-sufferers, who were afterwards doomed to a lingering and melancholy death : Merciful Providence ! forgive the agonizing remembrance that inadvertently dared to ask the question.—The writer of this narrative cannot but with tears recollect their unhappy fate : the remembrance of their looks, their actions, and never-to-be-forgotten friendship are engraven on his heart : The last dying looks of his departed and lamented friends are still before him. It was his first intention to have given a more particular detail of the sufferings of these individuals ; but a regard to the feelings of those relatives they have left, prevents him. It would be impossible to describe the surprise which the sight of so many survivors gave to the brave coxswain and his crew ; they soon came near us, and we had the happiness to greet our more fortunate shipmates,



and to devise a plan for our release : one difficulty occurred, that of their coming on shore to us, as the surf ran very high, and several of our people imprudently endeavoured to get into the boat. After some little consultation, the captain ordered the coxswain to take on board the pilot, who was a Greek, and to make the best of their way to Cerigotte ; where the pilot informed us they would find some families of fishermen, who without doubt would readily relieve us. Soon after the departure of our boat, as if Heaven had decreed our destruction, the wind began to increase, and dark black clouds fast approached us : we had all the apprehensions of a violent storm : in about two hours it reached us, and blew with the greatest fury : the waves rose considerably, and soon destroyed our fire. The rock was nearly covered, and we were compelled to fly to a small part rather higher than the rest ; the only part indeed that could afford us any shelter. There nearly ninety men passed a night of the greatest horrors : a small rope fastened round the summit of the rock, and with difficulty holding on by each other, were the only means we had of preventing ourselves from being swept away by the surf, which every moment broke over us. The fatigues we had already gone through, and more particularly those of this night, were too much for many of my unfortunate shipmates : several became delirious—their strength was exhausted, and they could hold on no longer. Our affliction was still further increased before the morning, by the fears we entertained, which appeared probable, that the wind might draw more round to the north, so as to bring the sea to the place where we then were : in which case one wave would inevitably have swept all of us into oblivion. It may appear incredible that we could have sustained so many hardships as we had already gone through : one poor fellow, in crossing the Channel between the rocks at an improper time, was violently dashed against the crags, so as to be nearly scalped, and presented a dreadful object to our view—he lingered out during the night, and the next morning expired. His more fortunate survivors were but ill prepared to meet the terrible effects of famine—our strength exhausted—our bodies without covering—and hope again exhausted : we feared for the safety of our boat—she might be lost. The storm came on soon after she left us, and before it was possible she could have reached the island.—It is a great and merciful God that we have to thank as the cause of our preservation ; the minds of every one of us will be ever impressed with an awful recollection of our miraculous deliverance, particularly when we remember the afflicting scene that day-light presented. The cold and wounded bodies of our departed shipmates were seen, who but one hour before had been cheering us to support our miseries ; some expiring—all exhausted by fatigue. The sea all night passing over us ; and the extreme severity of the weather had so completely exhausted us, that many had died from cold alone, and amongst whom was our carpenter.—It is now that the writer of this narrative has to relate an instance of inhumanity, that leaves on the character of the crew of a vessel, yet unknown, the greatest degree of infamy—whoever they were, they are a disgrace to the country to which they belong :—if they have the common feelings of men, they will surely

experience some remorse, when they learn, that not less than thirty brave fellow-creatures fell a sacrifice to their unexampled cruelty. It was some time after day-light, when we perceived a vessel, with all sail set, coming down before the wind and steering directly for us: as well as our weak state would permit, we made every possible signal of distress; which at last was seen, and the vessel hove-to and hoisted out her boat. What delight it gave us! we prepared immediately to form rafts to take us through the surf, not doubting but the boat was provided with every thing to relieve us: who then can judge of our agony, when this boat full of men, dressed after the manner of Europeans, came close within pistol-shot of us; and after having looked at us for a few minutes, the person who steered the boat waved his hat to us, and they then rowed off again to their ship: and still more to distress us, during the whole of the day, they were employed in taking up the wreck of our unfortunate vessel. This fact is one of the leading reasons that induced the writer of this narrative to relate a series of sufferings, the most unexampled and distressing, with a sincere hope that it one day will be in the power of his countrymen to discover the authors of a crime so black and infamous: he thinks that to hazard a supposition of what country the vessel belonged to, would be cruel; she certainly was of a civilized nation, and the men were dressed after the English manner.

All that melancholy day we anxiously watched the return of our boat, thinking to send her to the vessel; but we saw nothing of her, and our fears that she was lost were still further confirmed. But how can any description be given of the agitation—the despondency—that we this day experienced. We had nothing before us but the most gloomy prospect of death: our fellow-creatures had seen our distresses, and instead of relieving us, had taken advantage of our misery: if it were just to utter an anathema against the most abandoned of men, with how much justice would it be allowed to us to utter it on those villains who had so inhumanly abandoned us. Our thirst was now become intolerable; and some were desperate enough to resort to salt water to allay it: instances were cited of its terrible effects, but without avail; and we had soon the grief to learn by experience, what we had to expect in following the examples of our companions—in a few hours it brought on a violent madness, with which nature could not struggle, and she was consequently soon exhausted. Full of every idea that could terrify our imagination, we had again to pass a most miserable night. The weather was, however, considerably more moderate, and we had hopes to pass this night with more comfort than the last: we endeavoured to preserve ourselves from the cold, by pressing close to each other, and by covering ourselves with the few rags we had left. We soon found ourselves particularly drowsy, but could not sleep: the ravings of our companions, who had drank the salt water, were truly horrid; all that could be said to console them was ineffectual. In the middle of the night we were unexpectedly hailed by the crew of the whale boat; our first cry was, Water! they had none! they could not procure any but earthen vessels, and these could not have been conveyed through the surf. The coxswain, however, informed us, that in the morning a large fishing vessel would take us off the

rock, and with this we were obliged to be content: it was some consolation to learn that our boat was safe, and that we had so far succeeded in procuring relief. All anxiously awaited the coming of the morning—Alas, the fourth morning came more gloomy than those that had preceded it: no boat—no vessel appeared—there was not the least mitigation of our sorrow and our distress: all that we had heard from the boat now appeared like a dream—an illusion of our distempered brain: but still we clung to some distant hope, and that preserved us. The sun for the first time had this day cheered us with his rays, and we could not but feel gratitude for having so far escaped death: but to preserve ourselves still longer, what were we to do? Our misery and hunger were extreme: we knew that unfortunate men in our situation had been reduced to adopt means that even then we thought of with disgust. Yet when those horrid means were the only ones left to preserve life, we might in some measure be excused in adopting them. Such were the ideas that were then suggested to us, and we prepared for the mournful event—it cost us thousands of tears. With the most awful sense of the dreadful alternative that became men in our unhappy state, we selected a young man who had died the night before; and having offered our prayers to Heaven to forgive us, we tasted human flesh: how far it relieved us is uncertain; many had not power to masticate; their throats were completely ulcerated, and the saliva had ceased to flow. Toward evening death made hasty strides, and many brave men fell; amongst whom was our beloved captain, and first lieutenant. An eulogium is due to their virtues: their memories deserve more than the writers feeble ability has power to dictate. . . . . The sullen silence that was preserved by every one, plainly marked our grief and increased our despair: we had again to pass another night, which to all of us appeared endless. We could not obtain any sleep: we thought the morning never would come!

During the course of this night, was suggested by many the possibility of forming a raft that would carry us to C rigotte, as the wind was favourable, and might aid us in reaching that island: at all events it appeared better to do this, than to remain where we were, to die of hunger and thirst. Accordingly at day-light we prepared to put our plan in execution: some of the larger spars were placed together, and great hopes were entertained that we should succeed. The eventful moment of launching the raft through the surf came; but it brought only disappointment; a few moments destroyed a work that some of our strongest men had been labouring at for hours, yet this was not sufficient for the few who were become from this disappointment absolutely desperate. Five men resolved to trust themselves to a few small spars they had weakly fasted together, on which they had scarcely room to stand, and, bidding us farewell, they launched out into the sea: in a short time we had the grief to see those poor fellows swept away by the current, which they did not know was so strong among those islands, and a few minutes took them for ever from our sight.

Toward the afternoon, our whale boat again arrived, and the coxswain



informed us, that he found great difficulty in prevailing on the Greek fishermen to trust themselves in their boats; they were afraid of the weather, and would not permit our own men to take their boats without them: he gave us hopes that the next day, *if the weather remained fine*, they might be induced to fetch us: he spoke of the fatigues he had undergone, and the sorrow he had experienced in not yet relieving us. While he was relating these circumstances, twelve or fourteen of our men plunged themselves into the water, and very nearly reached the boat: two got so far that they were taken in, one man was drowned, and the rest providentially again reached the rock. The coxswain saw the danger of his situation, and immediately left us. How we envied those two men who had escaped; but those who returned were very justly censured for the step they had taken: had they accomplished their object in reaching the boat, they certainly would have swamped her, and then our fate would have been determined for ever. The events of this day entirely occupied our minds, but it increased our weakness. Toward evening, the writer of these pages found himself fast approaching to annihilation; his eyesight began to fail; his senses were confused; and his strength was most visibly exhausted: he turned his dying eyes on the setting sun, perhaps the last sun he was ever again to witness—he was struck with unutterable grief. This last night of our miserable situation passed, without his being scarcely sensible of its events; and he cannot but feel gratitude to an Almighty Providence in escaping from such a night of danger. He was astonished in the morning to find himself alive, and more particularly when he found that several very strong men had fallen in the night. We were reflecting on their fate, and considering this day as the last of our lives, when unexpectedly the cry of *The boats are coming!* was heard: now does language fail in relating the extravagant joy that possessed us; the little blood we had left, rushed to our hearts at the long expected moment of relief. Our little boat with four large fishing vessels was very near us, and shortly after the crew landed: they brought with them a large quantity of water, of which they suffered us to drink most plentifully. Ah! little did we before this moment know, how many blessings we had enjoyed in simply possessing fresh water; more delicious than the finest wines, more grateful than it is possible to convey an idea of. We trust that our prayer of thanksgiving reached the throne of God.

Anxious to leave a spot on which so many of our dear friends had terminated a life of sufferings, we eagerly prepared for our departure for the island of Cerigotte; where we arrived about six o'clock in the evening, after passing six days from the night before the ship struck: until the following Saturday at noon, we had not taken the least kind of sustenance, unless the little we had with so much disgust received might be called so, and it was not every one that partook of it. It undoubtedly was an unparalleled instance of a most miraculous deliverance, and of a series of sufferings scarcely credible. Had we been left until the next day, very few would have survived to tell the melancholy tale: our loss amounted to fifty-eight men, out of 122, the number on board at the time of our shipwreck, of which eighteen,



as we supposed, were drowned when the ship struck : five were lost on the small raft, one was drowned in trying to get to the boat, and thirty-four perished by famine; about fifty were taken off the rock, and the remainder, making altogether sixty-four men who were saved, escaped at different times in the whale boat.

We found Cerigotte to be an island belonging to the dependency of Cerigo, inhabited by twelve or fourteen families of fishermen, as our pilot had told us. It may be about fifteen miles long, and ten broad; its soil appears to be barren, and there is but little cultivation in the island. The inhabitants are in the lowest state of poverty and wretchedness: their houses, or rather huts, of one or two rooms on the same floor, are in general built against the side of a rock. The walls are composed of clay and straw, and the roof is supported by a tree which is placed in the centre of the dwelling. Their food is certainly an indication of their extreme poverty; being a coarse kind of bread, formed with boiled peas and flour, which they made into a kind of paste for us, with once or twice a bit of kid. This was all we could expect, or receive, from our deliverers, the Greek fishermen. They drink a strong liquor made from corn; the flavour of it is agreeable, and having a strong spirit, our sailors drank it with great avidity. We landed in a small creek, and were then obliged to go a considerable distance before we could reach the dwellings of our friends. Our first care was to send for the master's mate, who had escaped to the island of Pora, and who had been left behind when the whale boat came down to the rock for us: their fresh water had been used, but they had lived on the sheep and goats they caught amongst the rocks, and had drank their blood. They knew not what to think of the fate of those who had left them, and they remained a considerable time in uncertainty.

The Greeks treated us with great care; but they could not assist us in the cure of our wounds, which were exceedingly painful; and we were obliged to tear up the shirts we had on us, to bind round our wounds: it was not until our departure that we were enabled to obtain any medical assistance. We were therefore anxious to get to Cerigo, which we learnt was about twenty-five miles distance, and that we should there find an English consul: but it was eleven days before we could accomplish it; the Greeks we found at Cerigotte, were difficult to be persuaded, and they were exceedingly afraid of venturing themselves at sea in their frail barks. However, at last the wind proved fair, the sea was remarkably smooth, and we left Cerigotte. We bade a long farewell to the families of our deliverers; our distresses had affected their hearts, and at our parting they shed tears of sympathy and regret. After about six or eight hours sail we arrived at the never-to-be forgotten island of Cerigo, where we were received with open arms. Cerigo is an island belonging to the republic of the independent Greeks, and is one of the Seven Islands. . . . It has a governor, who is a member of the senate at Corfu, the capital of the republic. Cerigo is in lat. 36 deg. 3 min. N. and long. 22 deg. E. Cerigo was anciently Cytherea, the island of Venus: at present there is nothing very delightful in the place; the country is mountainous, and the soil dry. It is

about fifty miles in circumference, and had formerly some good towns; but there are now none remaining, except that which gives name to the island, and is strong both by art and nature, being seated on a craggy rock. They shewed us a ruin, which they told us had been a temple dedicated to Venus; there are now but few remains of it, and it is scarcely worth seeing. On our arrival we were met by the English vice-consul, Signior Manuel Caluci, a native of the island, and a man possessed of every christian virtue; his house, his bed, his credit, and his whole attention, were devoted to us. Would it were possible to express the obligations we owe to him; but they are more than we can ever describe. From the governor of Cerigo, the officers of the garrison, and all the inhabitants of the island, we received constant proofs of attention and politeness. We remained there three weeks, when we heard of a Russian vessel of war being at anchor off the Morea. We immediately sent letters to its commander, stating our misfortunes, and requesting that he would grant us a passage to Corfu, which was readily complied with: and to accommodate us, they came down to Cerigo, and anchored at the small port of St. Nicolas, at the east end of the island. We sailed with the first fair wind and after three days touched at Zante, another island belonging to the Greek Republic, seventeen miles S. E. of Cephalonia. Zante is a small island, but particularly pleasant, abounding in currants, and olive trees, from which they make quantities of oil, the principal riches of the island. The town of Zante, from the sea, appears to great advantage. The many churches that are there, give it an air of dignity and opulence; but the streets are narrow and dirty. After remaining about four days at Zante we sailed for Corfu, where we arrived on the 2d of March, 1807, nearly two months after our shipwreck.

The writer of these pages has now finished a narrative of almost unexampled sufferings; and has great pleasure in acquainting his friends, that the services rendered by the captain's coxswain have been taken into consideration by the commander-in-chief off Cadiz, who has rewarded him with an appointment as boatswain of a vessel of war. He cannot also avoid mentioning the friendship he has received from his countrymen, since his misfortunes; more particularly from a gentleman of the name of Dawes, a surgeon in the Russian service at Corfu; and also from a Mr. Owers, of Malta; it is with great pleasure that he embraces this opportunity of declaring how much his heart is penetrated with gratitude for their disinterested attention. He trusts that his efforts to detail the melancholy loss of the (late) *Nautilus*, will be received with candour; and though it is not written with that nicety of language he could wish, yet he considered, that an event such as he has described, ought not to sink into oblivion. He therefore offers it to his generous friends with all its imperfections.

JOHN BOONE, R.N.

## HYDROGRAPHY.

THE following information, under the date of Prince of Wales's Island, June 3, 1809, is copied from the *Bombay Courier*, of August 12 :

Situation of islands seen in the Pacific ocean by the brig Elizabeth, from Port Jackson to China, by an officer in the Company's service.

Taswell's Isle, west side, lat. 5. 37. S. long. by  $\odot$  and  $\zeta$  and chro. 176. 9. 34. E.

Sherson's Isle, about E. S. E. of the above 4 or 5 leagues; more extensive. These islands appeared well wooded, very low, and cannot be seen above six or seven leagues in the clearest weather from the mast-head: they lie in a N. W. and S. E. direction.

Hope Island, S. E. side in lat. 2. 43. S. long. by  $\odot$  and  $\zeta$  176. 56. 25. and by chro. 177. 00. 25. E.

Blaney's Isle. lat. 0. 32. S. long. by  $\odot$  and  $\zeta$  174. 20. 00 E. by chro. 174. 35. 12. E. extending about N. W. by W. and S. E. by E. long and low, and like the foregoing, abundance of cocoa-nut trees. \*

Dundas Isle, seen the same evening, lat. 0. 9. 30, N. long. by  $\odot$  and  $\zeta$  173. 54. 20. and by chro. 174. 09. 30. E. sounded at 7 P. M. no ground at 80 fms. about 4 miles off shore.

Hall's Isle, lat. 1. 0. 00. N. long. by  $\odot$  and  $\zeta$  172. 50. 33. and by chro. 173. 14. 48. This island is long and low, and abundantly supplied with cocoa-nut trees which were plainly perceived from the deck.

The same day, and before this island was sunk from the deck, saw another right ahead, steering N. W. by N. stood on to within four miles of it; hove-to, and sounded—no ground at 80 fms. At 3 P. M. had sights for chronometer, when the nearest shore, being nearly the center of this part of the island, bore N. by W.  $\frac{1}{2}$  W. about 4 miles; the western extreme being the S. W. point, N. 59 W. eight miles, and the eastern extreme or S. E. point, N. 51 E. about 10 miles, from which bearings I placed the body of Cook's Isle, in lat. 1. 16. 18. N. long. by  $\odot$  and  $\zeta$  172. 53. 18. and chronometer 173. 11 33. E. The S. E. side of the island extends nearly E. and W. about six leagues off the S. W. point, a sandy beach runs to about a mile, or perhaps more with a heavy surf on it, although the sea was very smooth. Over it, the land extending some distance to the northward with a deep bight, seemed to form a large bay on the west side. Saw an immense number of natives on the beach and several canoes hauled up. It appeared one continued chain of cocoa-nut trees, or topes, and as we ran along shore, at about three or four miles distance, saw over the nearest land, cocoa-nut trees also, therefore suppose this island of much larger extent than any we have yet seen.

G. Bonham's Isle, S. E. point, lat. 5. 48. 18. N. long. by  $\odot$  and  $\zeta$  169. 56. 30. E. and by chron. 169. 46. 12. E. A very extensive island, or group

of islands, joined together with low sand-banks, which I suppose, are covered at high-water: we could plainly discern (running along shore at about four miles distance) the sea on the N. E. side, and beyond that again land, apparently, and no doubt joining to the above and forming on the N. E. side a very deep bay, like a horse-shoe, as the water appeared very smooth. It broke over the low sand-banks, and indeed the whole of the S. E. side was one continued surf. Over one of these sand-banks came a very handsome-built small canoe, with four men in it, who being determined to gain the ship, we shortened sail; they staid alongside bartering dried fish, small neat mats, &c. for about an hour, when we made sail. They were stout well-made men and apparently friendly, having no arms of any description with them, and came off to a great distance, although blowing fresh. From the S. E. point of the island, a very low sandy point with scarcely a tree or bush on it, extends to the eastward and northward, two or three miles, with a heavy surf breaking on it: it is very dangerous, as in thick weather, a ship might be in the breakers before seeing land.

The body of Elmore's Isles, in sight of the mast-head; the western one bearing N. E. about seven leagues, and the eastern N. E. by E. Two small round isles, moderately high. Sights for chro. at same time, by which I place them, as follow: The western isle, lat. deduced from noon to 2. 46. 53. P. M. the time of seeing them, 7. 53. 48. N. long. by  $\odot$  and  $\zeta$  brought on by chro. 163. 41. 57. E. and by chro. 163. 31. 39. E. The eastern one in lat. deduced as before and 7. 54. 12. N.—168. 45. 45. 163. 35. 27. E.

The southern extreme of Paterson's Isle, in sight from the deck, S. W, by W. about three leagues, and the western extreme W.  $\frac{1}{2}$  S. about five leagues. This island, or as it appeared a groupe of islands, had a very fertile appearance, being one continued chain of cocoa-nut trees. It lies about W. N. W. and E. S. E. low, and well wooded: lat. of southern extreme from noon observation. 8. 55. 48. N. long. by  $\odot$  and  $\zeta$ , brought on by chro. 166. 33. 48. E. by chro. 166. 23. 30. E.

N. B. The whole of the islands we have seen to the northward of the line, I take to be a part of the New Carolinas, as the situations I give them are near others, laid down in Arrowsmith's charts, but which are not the same, the difference in latitude being too great to admit of it. The observations I am confident are tolerably correct, as distances were taken of the sun and Aldebaran; of the moon, on different sides in sight of Saypan, Tinian, Farrellones, and Alamagan, which place Saypan in nearly the same longitude as Arrowsmith's charts; and the chronometer being only 4. 12. westward of the Lubras, and also only 4. 2. to the westward of the longitude of the eastern extreme of the Grand Lima, according to Horsburgh. I also suppose that there is a continuation of the islands South of Mulgrave's isles, (with intervals of small distances) and Blight's islands and the Feejees.



## Pabul Poetry.

The heart's remote recesses to explore,  
And touch its springs, when Prose avail'd no more.

FALCONER.

*Extracts from Walter Scott's Poem just published, called THE LADY OF  
THE LAKE.*

### Canto I.—*The Chase.*

#### Stanza XIII.

ONWARD, amid the copse 'gan peep  
A narrow inlet still and deep,  
Affording scarce such breadth of brim  
As serv'd the wild-duck's brood to swim;  
Lost for a space, through thickets veering,  
But broader when again appearing,  
'Tall rocks and tufted knolls their face  
Could on the dark-blue mirror trace;  
And further as the hunter stray'd,  
Still broader sweep its channels made.  
The shaggy mounds no longer stood,  
Emerging from entangled wood,  
But wave-encircled, seem'd to float,  
Like castle girdled with its moat;  
Yet broader floods extending still,  
Divide them from their parent hill,  
Till each, retiring, claims to be  
An islet in an inland sea.

#### XIV.

And now, to issue from the glen,  
No pathway meets the wanderer's ken,  
Unless he climb, with footing nice,  
A far projecting precipice.  
The broom's tough roots his ladder made,  
The hazel saplings lent their aid;  
And thus an airy point he won—  
Where, gleaming with the setting sun,  
One burnish'd sheet of living gold,  
Loch-Katrine lay beneath him roll'd  
In all her length far winding lay  
With promontory, creek, and bay,  
And islands that, empurpled bright,  
Floated amid the livelier light;

And mountains, that like giants stand,  
 To sentinel enchanted land.  
 High on the south, huge Ben-venue  
 Down to the lake in masses threw  
 Craggs, knolls, and mounds, confus'dly hurl'd,  
 The fragments of an earlier world ;  
 A wildering forest feathered o'er  
 His ruined sides and summit hoar,  
 While on the north, through middle air  
 Ben-an heaved high his forehead bare.

## XV.

From the steep promontory gaz'd  
 The Stranger, raptur'd and amaz'd.  
 And "What a scene were here," he cried,  
 "For princely pomp or churchman's pride ?  
 On this bold brow, a lordly tower ;  
 In that soft vale, a lady's bower ;  
 On yonder meadow, far away,  
 The turrets of a cloister grey ;  
 How blithely might the bugle horn  
 Chide, on the lake, the lingering morn !  
 How sweet, at eve, the lover's lute  
 Chime, when the groves are still and mute !  
 And, when the midnight moon did lave  
 Her forehead in the silver wave,  
 How solemn on the ear would come  
 The holy mattin's distant hum,  
 While the deep peal's commanding tone  
 Should wake, in yonder islet lone,  
 A sainted hermit from his cell,  
 To drop a bead with every knell—  
 And bugle, lute, and bell, and all,  
 Should each bewildered stranger call  
 To friendly feast, and lighted hall."

## XXX.

*After the arrival of the Stranger on the Island in the Lake.*

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 She sung, and still a harp unseen  
 Filled up the symphony between.

## XXXI.

## SONG.

Soldier rest ! thy warfare o'er,  
 Sleep the sleep that knows not breaking ;  
 Dream of battled fields no more,  
 Days of danger, nights of waking.

In our isle's enchanted hall,  
 Hands unseen thy couch are strewing,  
 Fairy strains of music fall,  
 Every sense in slumber dewing.  
 Soldier, rest ! thy warfare o'er,  
 Dream of fighting fields no more ;  
 Sleep the sleep, that knows not breaking,  
 Morn of toil, nor night of waking.  
 No rude sound shall reach thine ear,  
 Armour's clang, or war-steed champing,  
 Trump nor pibroch summon here.  
 Mustering clan, or squadron tramping.  
 Yet the lark's shrill fife may come,  
 At the day-break from the fallow,  
 And the bittern sound his drum,  
 Booming from the sedgy shallow.  
 Ruder sounds shall none be near,  
 Guards nor warders challenge here,  
 Here's no war steed's neigh, and champing,  
 Shouting clans or squadrons stamping.

XXXII.

She paused—then, blushing, led the lay  
 To grace the Stranger of the day ;  
 Her mellow notes awhile prolong  
 The cadence of the flowing song,  
 Till to her lips in measur'd frame  
 The minstrel verse spontaneous came.

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 O D E

*To the Memory of the Officers and Men of the Squadron, under the Command of the deeply-revered LORD NELSON, who fell in achieving the Victory of Trafalgar on the 21st of October, 1805.*

I.

O YE who for your country bled,  
 And now, within the ocean's breast,  
 Repose upon a rocky bed,  
 Lull'd by the surly storm to rest ;  
 Ye Britons hail !—your deeds upon the main,  
 Shall MEMORY to her latest pulse retain !

II.

Around your GLORIOUS CHIEF, ye died,  
 His *Warning Charge* \* your hearts inspired ;  
 Ye felt and own'd, with steady pride,  
 The DUTY—ENGLAND's weal required :

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\* "England expects every man to do his duty."

Lamented NELSON ! . . . . To her furthest shores,  
The drooping Land her fav'rite SON deplores !

### III.

The page—the mind—his WORTH shall keep,  
His BRIGHT CAREER by HONOUR led :  
—And ye,—beneath the waves who sleep,—  
Transcendent 'mongst the valiant dead,  
Still shall your matchless story be renew'd,  
Whene'er the Rocks of TRAFALGAR are view'd !

### IV.

Never shall seaman thither steer,  
But for your fate shall duteous weep ;  
And bending to your watry bier,  
Call forth your spirits from the deep :  
And while the wind sings o'er the tow'ring mast,  
A sigh of woe shall mingle with the blast.

### V.

There shall the musing mind delight,  
While on the scene the Moon shall break,  
To raise a visionary Fight,—  
And bid the *Cheer* of VICTORY wake !  
Those sounds dispers'd, in Fancy's ear shall swell,  
The *Sea-Nymph's* Dirge, the *Ocean-Minstrel's* knell.

## NAVAL HISTORY OF THE PRESENT YEAR, 1810.

(*April—May.*)

### RETROSPECTIVE AND MISCELLANEOUS.

CADIZ still holds out against the French. On the morning of the 21st of April, however, the enemy opened a most heavy and destructive fire upon the Matagorda fort, from masked batteries, mounting twenty-one 24 pounders and nine mortars. The fire was returned with the utmost vigour and effect. The defence of the fort of Matagorda was entrusted to a party of British troops and sailors : it is situated in the main land, opposite to Port Puntal, and in a great measure commands the entrance to Puntal Roads. The Spanish colours, of course, were kept flying ; but the men, during the heat of the cannonade, kept up constantly calling out, ' Up with the British colours.'—About noon on the 21st, the flag-staff was shot away, and then there was a general cry for the hoisting of the English colours. The fire kept up by the French was so destructive, that it was necessary to evacuate the fort about noon on the 22d, after considerable loss had been sustained.



No naval letters on this service have been published; but we learn, from the account of Captain MacLaine, the military commander of the fort, that Captain Stackpole, of the royal navy, was sent by the admiral to complete the destruction of the fort, prior to its evacuation. "I cannot," says he, in his letter to General Graham, "sufficiently express to you the gallantry and coolness with which every individual officer, seaman, marine, and soldier, conducted himself during the two months we maintained this post, particularly during the two last days." . . . . . "I request, Sir, you will state to the admiral, how highly sensible I am of the handsome manner in which Lieutenants Chapman and M'Pherson, of the royal navy, and one or two others, whose names I cannot now recollect, volunteered their services during the heaviest of the fire.—Mr. George Dobson, midshipman of the *Invincible*, had charge of the seamen under my command during the whole time, and I beg you, Sir, to recommend him to the admiral, as a very excellent and brave officer."

During the defence of Matagorda (on the 21st and 22d of April) seven seamen, and two marines, were killed; and two midshipmen, ten seamen, and ten marines wounded.—On the 13th of April, during a cannonade between one of the enemy's batteries, and our bombs and gun-boats, the *Temeraire's* gun-boat was blown up by a red-hot ball, which entered her magazine. By this fatal shot Lieutenant Cropley and fourteen seamen were killed, and a midshipman and several men were wounded.

Little or nothing is said to have been done by the enemy, since the abandonment of Matagorda. At the date of the latest advices, they were employed in constructing a breastwork, and in erecting a mortar battery on the most advanced point of land to the left of Matagorda, with the hope, it is supposed, of being able to shell the fleet.

Advices from Carthagena, dated the 24th of April, state, that through the exertions of Colonel Roche, two Spanish three-deckers, namely, the *San Carlos*, and *Ferdinand VII.* of 130 guns each, have been saved from falling into the hands of the enemy, who, 8,000 strong, entered Murcia on the 23d, and on the following day were within six leagues of Carthagena. In aid of this important service, Sir Samuel Hood sent from Minorca, at the request of Colonel Roche, the *Hibernia* and Northumberland ships of the line, which escorted the Spanish ships either to Minorca or Gibraltar.

An expedition consisting of upwards of 2,000 men, under the command of General Oswald, sailed from Zante against St. Maura (the ancient Leucadia) on the 29th of March. It surrendered, after ten days bombardment, and the French commander, General Camus, and 24 officers, were conveyed by an English flag of truce to Brendisi.

In pursuance of the plan for attacking Turkey, the whole of the Turkish vessels, in the port of Trieste, have lately been seized and sequestered. The Ottoman government has, nevertheless, expressed its intention of maintaining, inviolate, its treaty with Great Britain.

Most of the newspapers have lately stated, on the authority of a Malta mail, that the trade of the Black Sea, so long and so eagerly wished for by

British merchants, has been thrown open to us. It appears, however, according to an interesting communication concerning the freedom of those waters, by a member of the Levant Company, published in our XX1st Volume, (page 216) that we obtained that privilege as long ago as October, 1799. Consequently we are inclined to consider what the papers allude to, as a revival of that grant, in the treaty understood to have been signed on the 5th of January last; but which has not yet been made known to the public by the customary means of laying a copy of it on the tables of Parliament. It would be well if some member would move for its production.

Amongst the various naval events, of the short period which our historical retrospect is only enabled to glance at, we are of opinion that our taking possession of the important Island of Ceuta, has not been estimated by the public as it deserves. In the execution of this duty, Captain Gourly an officer who has long been acquainted with almost every part of the Mediterranean, most ably lent his assistance and experience. Ceuta, in every point of view, is a great object in our possession; not only for the assistance it can afford to our garrison at Gibraltar, but as being no longer a refuge for the numerous gun-boats that so often annoy our trade in the Straits.

One of the last acts of Lord Mulgrave's naval administration, if we mistake not, was to take the government of Malta (on admiral Sir R. G. Keates declining it) from the profession to which it had been so judiciously entrusted by the late Lord Nelson, and to assign it to the army; with whom it will probably now in future remain. We have also heard, and from no common authority, that his lordship had contemplated the same alteration in what has hitherto been the naval government of Newfoundland. Such things must ensue, when a general is placed at the head of our naval department, he naturally feels a superior interest for his own profession.

Much might be said, and we trust some of our Naval Correspondents will take up the subject, respecting the necessity of sending not only an experienced seaman, but also an able statesman, to take the command in the Mediterranean.

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### Imperial Parliament.

HOUSE OF LORDS, THURSDAY, MARCH 22.

**L**ORD HOLLAND brought forward a motion, grounded on the allegation, made by the French government (in the decree for annexing Holland to France), that a proposition had been transmitted to this country to send commissioners to Morlaix to negotiate an exchange of prisoners, which, when it was discovered that it might tend to an accommodation, had been rejected. His lordship therefore moved for a variety of copies of all communications made to this country relative to the exchange of prisoners since 1800.

Lord *Mulgrave* had never seen the article alluded to, but was nevertheless of opinion that the motion ought to be rejected, as the expectation of an exchange of prisoners was not at an end, and the production of the papers would tend to create embarrassment and mischief.

The Marquis of *Lansdowne*, Lords *Grenville*, *Gray*, *King*, *Derby*, &c. supported the motion, contending that concealment would sanction the charge made by the French executive; and Lords *Liverpool*, *Westmoreland*, and *Spencer*, opposed it, principally on the ground of inexpediency.

Lord *Mulgrave* (in reply to two propositions made by Lord *Grenville* that the motion should be withdrawn, upon condition that he should state positively whether a fair proposition had not been made by the French government, and whether it had not been rejected, or whether any improper delay had taken place: 2dly, that the matter might be referred to a secret committee who might report as in 1797)—declared that the proposals of the enemy had not been evaded, and that the matter was still pending.

Upon a division, the numbers were—for the motion, 64, against it, 96. majority, 32.

SATURDAY, MARCH 24.

The Royal Assent was given, by commission, to the Royal Marine Mutiny Bill, the Greenland Whale Fishery Bounties Bill, and the Masts, &c. Importation Bill.

WEDNESDAY APRIL 18.

The House adjourned for the Easter recess, till this day fortnight.

## HOUSE OF COMMONS, MONDAY, MARCH, 26.

Lord *Porchester*, pursuant to notice, moved the following resolutions, respecting the Scheldt expedition; previously to which, in a speech of great length, he entered into an extensive review of the origin, progress, and failure, of that disastrous undertaking.

“ I. That, on the 28th of July last, and subsequent days, an armament, consisting of 39,000 land forces, 37 sail of the line, 2 ships of 50, 3 of 44 guns, 24 frigates, 31 sloops, 5 bomb-vessels, and 23 gun-brigs, sailed on the late expedition to the Scheldt, having for its object, the capture or destruction of the enemy's ships, either building at Antwerp or Flushing, or afloat on the Scheldt; the destruction of the arsenals and dock-yards at Antwerp, Torneaux, and Flushing; the reduction of the island of Walcheren; and the rendering, if possible, the Scheldt no longer navigable for ships of war.

“ II. That Flushing surrendered on the 15th of August, whereby the reduction of the island of Walcheren was completed; and that, on the 27th of August, all attempts, on the fleet and arsenals of the enemy at Antwerp, were, by the unanimous opinion of the lieutenant-generals, declared to be impracticable and were abandoned.

“ III. That the destruction of the basin, dock-yard, arsenal, magazines.

and naval store-houses, of the town of Flushing, and of such part of the sea defences, as it was found proper to destroy, having been effected on the 11th of December, the island of Walcheren was, on the 25d of December, evacuated by his Majesty's forces, and the expedition ended.

" IV. That it does not appear to this House, that the failure of this expedition is imputable to the conduct of the army or the navy, in the execution of their instructions, relative to the military and naval operations in the Scheldt.

" V. That, on the 19th of August, a malignant disorder shewed itself amongst his majesty's troops; and that, on the 8th of September, the number of sick amounted to upwards of 10,948 men.

" VI. That it appears by the report of the physician appointed to investigate the nature and causes of the malady to which his Majesty's troops were thus exposed, that the disease is one which prevails periodically in the islands of Zealand, and is of peculiar malignity there, and which constantly follows as a law of season, appearing towards the end of summer, becoming more severe in the autumnal months, declining in October, and nearly ceasing in November: that perfect recoveries are rare, convalescence never secure, and that the recurrence of fever quickly lays the foundation of complaints, which render a large proportion of the sufferers inefficient for future military purposes.

" VII. That of the army which embarked for the service in the Scheldt, 60 officers, and 3,900 men, exclusive of those killed by the enemy, had died before the 1st day of February last; and on that day 217 officers, and 11,269 men were reported sick.

" VIII. That the expedition to the Scheldt was undertaken under circumstances which afforded no rational hope of adequate success, and at the precise season of the year, when the malignant disease, which has proved so fatal to his Majesty's brave troops, was known to be most prevalent; and that the advisers of this ill-judged enterprise are, in the opinion of this House, deeply responsible for the heavy calamities with which its failure has been attended."

There was also a second set of resolutions relating to the retention of the island of Walcheren, viz.

" I. That lieutenant-general Sir Eyre Coote, having on the 9th of September, been left in command of Walcheren, with an army of about 15,000 men, did, on that day, make an official report on the state of the island, the extent of force required effectually to guard it; the nature and condition of its defences, and the number of men then sick and unfit for duty; representing, that after such his exposition, his Majesty's ministers would be the best judges of the propriety or possibility of keeping the island; and adding, that the advantages must be great indeed which could compensate the loss of lives and treasure, which the retention must necessarily occasion.

" II. That on the 23d of September, Sir Eyre Coote stated to his majesty's ministers, that the alarming progress of disease was such, that it



it should continue in the same proportion for three weeks longer (as he added, there was every probability it would) our possession of the island must become very precarious.

“ III. That on the 6th of October, Sir Eyre Coote, after stating that the number of sick was increasing, and that the effective force was thereby rendered so trivial, as to make the defence of the island, if it should be attacked, extremely precarious, did express his anxiety to be informed of the intentions of his Majesty’s government as to the future state of Walcheren.

“ IV. That notwithstanding these and many other pressing representations, on the alarming condition of the troops, and the danger to which they were exposed, his Majesty’s ministers did neglect to come to any decision until the 4th of November, and that the final evacuation of Walcheren did not take place until the 23d of December.

“ V. That on the 10th of September, the number of sick in the island of Walcheren was, exclusive of officers, 6,938, and that the total number of sick, embarked for England, between the 15th of September, and 16th of November, was 11,199, making in that period an increase of sick of 4,268.

“ VI. That although the great object of the expedition had been abandoned as impracticable, a large proportion of the British army was (without any urgent or determined purpose in view, or any prospect of national advantage, to justify such a hazard, or to compensate such a sacrifice) left by his Majesty’s ministers to the imminent danger of attack from the enemy, and exposed, during a period of more than three months, and under circumstances of aggravated hardships, to the fatal ravages of a disease, which, on the 31st of August, had been officially announced to be daily increasing to a most alarming degree.

“ VII. That such, the conduct of his Majesty’s advisers, calls for the severest censure of this House.”

The first resolution having been read from the chair, Lord *Castlereagh* spoke in defence of the policy and conduct of the expedition, and was followed by Mr. *Ponsonby* on the other side; after which the debate was adjourned to the following day.

TUESDAY, MARCH 27.

Mr. *Ponsonby* again spoke, in reprehension of the conduct of ministers.

General *Craufurd*, after defending the policy of the expedition, moved an amendment to Lord *Porchester*’s resolutions, in substance as follows:

“ That the House, taking into consideration the importance of the late expedition to the Scheldt, where a considerable naval force had been constructed by the enemy, and that affording assistance to Austria was a desirable object—considering also the probability of success, from the reduced state of the enemy in the neighbourhood of Antwerp, the House was of opinion that his Majesty’s ministers were right in taking those measures

which had unfortunately been unsuccessful by the operation of wind and weather. The House saw with regret the valuable lives which had been lost; but it was of opinion, that the grounds proceeded on by his Majesty's ministers, promised great advantages previous to the time when the island was evacuated. With respect to the difficulties which had occurred, the same had increased to a great degree, by the operation of the wind and weather, the consequences of which could not be foreseen."

This amendment was supported by Mr. *Weston* and Mr. *Marriott*.

Sir *James Hall* opposed the conduct of ministers; after which, the debate was again adjourned.

WEDNESDAY, MARCH 28.

In consequence of a desultory discussion, respecting an alleged libel against the House, by Sir *F. Burdett*, the debate upon the Scheldt expedition was not resumed.

THURSDAY, MARCH 29.

On resuming the debate this evening, General *Tarleton* rose; and in the course of his speech, he controverted the official statement, that the additional expenses of the expedition had not exceeded 800,000*l*. The very transports employed must have cost more. A great expense was incurred in the commissariat, in the medical department, in the secret services, fitting out ships of war, as transports, &c. We had, killed, and dead of disease, about 7,000 men—then look at the destruction of so many soldiers, the expense of recruiting to supply their loss; and taking the loss, the bare loss, in money, at 40*l*. per man, this loss would be above half a million. The staff also caused an additional expense; as many more generals were employed, and he was convinced the expense could not be estimated, in all, at less than three millions.

Mr. *Rose* and Mr. *W. Fitzgerald* spoke in favour of the amendment; and Lord *Pollington* and Lord *G. Grenville* against it.

Mr. *Gratton* spoke at considerable length in favour of the original resolutions.

Mr. *Canning* observed, that this expedition was not the offspring of his Majesty's present, or of his late ministers, but had been an object of consideration with several successive governments. Ministers were called upon to look at the growing navy of France in that quarter, and to check it in its infancy or prepare to oppose it at a future period, at a far greater expense to the nation; (*hear! hear!*) therefore had there been no Austrian war, an expedition to the Scheldt was become an object in which the dearest interests of England were concerned. An Austrian war existing, however, it became an object of greater consideration. There were but two ways of assisting and supporting Austria, by diversion and by co-operation; with respect to diversion there were three modes which had been suggested by Austria, 1st. preserving our footing in Spain; 2d. making a diversion on the side of Italy; and 3d. sending a force to the north of Germany. With respect to Spain, the measures pursued in the Peninsula were before the public; ministers had complied with the wishes of the Austrian court in the

second instance, by the attack made on the kingdom of Naples, where they had maintained their ground as long as they thought there was a prospect of perseverance being of service to the common cause; but acting upon the principle which he had always professed in that House, that to excite insurrection without the power of protecting the insurgents was base, he had, when such became the case in Naples, advised withdrawing from that quarter. With respect to Germany, all had been done which could be done; for, to have sent an army to the North of Germany would have been impracticable, and, if practicable, it must have been disastrous.

Mr. *Whitbread* entered into the various points relating to the expedition, on which he rested his charges against ministers, and particularly condemned the retention of the island of Walcheren. In the situation the country now stood, knowing that from all parts of these united islands, there was only one cry for justice, against the destroyers of our army; one cry for vengeance; he implored the House to listen to the voice of the people, and to the cries of the widows and orphans of our countrymen, who were now rotting in Walcheren, and trusted the resolutions of his noble friend would be agreed to.

When Mr. *Whitbread* sat down the debate was adjourned.

FRIDAY, MARCH 30.

On resuming the debate upon the Scheldt expedition, Sir. *T. Turton* spoke in favour of the resolutions.

General *Leftin* defended the policy of the expedition, and attributed its failure to the circumstance of the fleet having been retained in the Room-pot by bad weather.

Sir *F. Burdett*, in the course of a very pointed satirical speech, in which he most severely censured the gross ignorance of ministers, on every point connected with the late disgraceful and disastrous expedition, observed, that this miserable effort had cost the country more, in the loss of lives, even taking these losses by the official returns, which were far from being correct, than three times the number of men who fell in all the naval victories in the late and present war, from Lord Howe's victory of the 1st of June, 1794, to the battle of Trafalgar, inclusive. All these losses did not make quite one third of the deaths in Walcheren. Was this, then, an occasion—was this a time—in which it was decorous for the noble lord (*Castle-reagh*) to talk lightly of the loss of human lives, as girls of 13 would of their puppy-dogs (*a laugh*). With respect to the conduct of those who planned and undertook the expedition, he must say this much, that if any minister attempted to screen himself, by throwing the blame on the commanders, he was deceived. All parties were to be equally blamed. The ministers ought to be punished, and the commanders be tried by a court-martial. The waste of so many lives by pestilence would, in ordinary cases be called murder. The ministers must have known the consequences of sending men to a pestilential climate. If they did not know of such pestilence, that ignorance alone was guilt; and if they did know of it, their guilt was still greater. He did not think that the resolutions which he should vote

for, went far enough; for there must not only be censure, but heavy punishment.

Mr. *Bathurst* supported the resolutions; and Mr. *Peele* General *Craufurd's* amendment.

The *Chancellor of the Exchequer* took an extended review of the policy and conduct of the expedition, from its commencement to its failure, and contended that no precautions had been neglected on the part of ministers for ensuring its success.

The question was now loudly called for; notwithstanding which, Mr. *R. Dundas*, Mr. *Brougham*, and Sir *H. Popham*, respectively spoke a short time each. The cry of question being renewed, Sir *H. Popham*, discontinued his speech. Strangers were then ordered to withdraw, and the House divided on the original motion—Ayes 227—Noes 275—Majority in favour of ministers, and negativing Lord *Forchaser's* resolutions on the policy and conduct of the expedition 48.

Another division then took place on General *Craufurd's* amendment—for the amendment 272—against it 232. Majority for ministers, 40.

The House then divided on the resolutions of Lord *Porchester*, relative to the retention of the island. For the resolutions 224—against them 275. Majority in favour of ministers, 51.

Mr. *Canning* afterwards proposed an amendment, justifying ministers in their retention of the island, and ordering the same to be entered on the journals of the House. For this amendment 255—against it 232. Majority for ministers, 21. Adj. urned at half past seven, on Saturday morning.

### Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, MARCH 17, 1810.

*Copies of two Letters from Captain Sir Joseph Sydney Yorke, of his Majesty's Ship Christian the Seventh, addressed to the Honourable Rear-admiral Stopford, and transmitted by Lord Gambier to John Wilson Croker, Esq.*

*His Majesty's Ship Christian the Seventh,  
Basque Roads, Jan. 10, 1810.*

SIR,

**I** TAKE leave to acquaint you, that this morning a convoy, consisting of the description of vessels named in the margin,\* on their passage from Isle d'Aix to Rochelle, was, by the spirited efforts of the boats of his Majesty's ships *Christian the Seventh* and *Asside*, under the command of Lieutenant Colom, senior of this ship, drove within grape and musket-range of the battery, and (with the exception of the last one taken) completely burnt, the water coming so fast as to render it impossible to bring them off. They

\* Brig. of 180 tons; sloop, of 100 tons; schooner, of 90 tons; chasse marée, of 60 tons; ditto, of 40 tons; burnt. Chasse marée, of 30 tons, taken.



were full laden with valuable cargoes of wines and brandies (of the best quality), soap, rosin, candles, pitch, oil, pine, varnish, &c. In this enterprise not a man was hurt.

I have the honour to be, &c.

JOSEPH S. YORKE.

*The Hon. Robert Stopford, Rear-admiral of  
the White, &c. &c. &c.*

*His Majesty's Ship Christian Seventh, in  
Basque Roads, Jan. 21. 1810.*

SIR,

A convoy of about 30 sail making its appearance yesterday evening by the Maumasson pass, and the van of it appearing inclined to run the chance of getting into Rochelle, I made the signal for the boats to chase. With their accustomed spirit and gallantry, and led by Lieutenant Guion, of this ship, they attacked the convoy, which ran aground within stone's throw of the batteries, when five of them, as per margin,\* were, under a heavy fire of grape and musketry, burnt and one taken; the rest put back.

It is needless for me to point out particular acts of courage in particular persons, as the character of British officers and seamen are too well known and appreciated to require any praise from me.

In this affair one of the Armide's seamen was wounded and two of the enemy's killed.

I have the honour to be, &c.

JOSEPH S. YORKE.

*The Hon. Robert Stopford, Rear-admiral of  
the White, &c.*

Rear-admiral Drury, commanding his Majesty's ships in the East Indies, has transmitted to this office a letter he had received from the Hon. Captain Elliott, of the *Modeste*, giving an account of the capture, on the 15th July last, of the *Tuyneelaar*, Dutch schooner, of 8 guns and 22 men, cut out of a bay in the Straits of Sunda, from under the protection of two batteries and five other armed vessels, by the boats of the *Modeste* and *Barracouta*, under the direction of Lieutenant William Payne, of the former.

And also a letter from Captain Maunsell, of the *Procris*, stating the destruction by that sloop, off Batavia, of the Dutch Company's armed brig *Wagster*, mounting 8 guns and 4 swivels, with 86 men.

Vice-admiral the Hon. Sir Alexander Cochrane has transmitted to John Wilson Croker, Esq. a letter from Captain Stanfell, of his Majesty's sloop the *Scorpion*, giving an account of his having, on the 12th of January last, captured off Guadaloupe the French national brig *l'Oreste*, of 14 24-pounders and two long twelves, with a complement of 110 men. She had sailed from Basseterre the same evening for France, having on board a lieutenant-colonel and two other officers of the army, and the captains and several officers of the two French frigates lately destroyed; and used every exertion to escape or run on shore, but was cut off by the skill and activity of Captain Stanfell.

The Vice admiral has also transmitted a letter from Captain Hayes, of his Majesty's ship *Freija*, stating the destruction of the batteries at Bay

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\* Chasse marée, of 60 tons; 2 ditto, of 50 tons; 2 ditto, of 30 tons; burnt. Ditto, of 15 tons, taken; fully laden with wines, brandies, soap, rosin, &c.

Mahaut, in the Island of Guadeloupe, and of a ship and national schooner at anchor there, and also the capture of an armed brig by the boats of the *Freija*, under the direction of Lieutenant David Hope, who appears to have displayed much gallantry in the performance of this service.

MARCH 20.

*Copy of a Letter from Captain Scott, of his Majesty's ship the Horatio, to John Wilson Croker, Esq. dated at Sea, February 24, 1810.*

SIR,

I have the pleasure to acquaint you, for the information of the Lords Commissioners of the Admiralty, that on the morning of the 21st instant, being in latitude 33 deg. 10 min. N. and longitude 29 deg. 30 min. W. we discovered a strange ship, and after a long chase, and running action of one hour, (wherein the enemy manifested some determination to defend his ship) captured the French frigate *la Necessité*, of a small class, pierced for 40 guns, mounting 28, viz. 22 12-pounders, and six 24-pounder carronades, with 186 men, commanded by Monsieur Bernard Bonnie, lieutenant de vaisseau, from Brest, bound to the Isle of France, with naval stores and provisions.

You will acquaint their lordships that his Majesty's ship has not suffered (except a little in her masts and rigging) in this trifling affair; and that the officers, ship's company, and royal marines, behaved to my satisfaction.

I have the honour to be, &c.

GEO. SCOTT.

*Copy of a Letter from Captain Sir Joseph Sidney Yorke, of his Majesty's Ship the Christian VII. addressed to Admiral Lord Gambier, and transmitted by his Lordship to John Wilson Croker, Esq.*

*His Majesty's Ship Christian VII. in Basque Roads, Feb. 13, 1810.*

MY LORD,

Three vessels, as per margin,\* being part of a convoy of ten sail, laden with brandy, rosin, &c. that sailed last night in thick blowing weather, wind W.S.W. from the *Charante*, bound to the northward, having got on the reef that projects from the point of Chatelaillon, between Aix and Rochelle, I directed the boats of this squadron, as per margin,† to destroy them. This was forthwith attempted to be executed, when the enemy made a movement to prevent it. Our boats were eight, and the enemy's nine; our's armed in the usual way, their's more formidable, all of them being gun-boats, carrying a 12 pounder carronade and six swivels, and rowing from 20 to 30 oars.

Lieutenant Guion, of this ship, who directed the operations, made a feint of retreating, to decoy the enemy from their shore defences, when suddenly turning on them, they fled. The barge of this ship, in which he was, being the fleetest boat, advanced most gallantly along the rear of the enemy's line to their third boat; but finding from circumstances, the rear boat was the only one likely to be successfully attacked, he boarded and carried her sword in hand. Two others were closely pursued to the beach by Lieutenant Roberts, of the *Armide*, and must, from his steady fire within pistol-shot, have lost men. The gun-boat taken by Lieutenant

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\* A *chasse marée*, of 60 tons; ditto, of 40 tons; ditto, of 30 tons fully laden.

† *Christian VII.* 3 boats; *Seine*, 2 ditto; *Armide*, 3 ditto.

Gaion had two killed and three wounded; amongst the latter was her commander, severely. The vessels alluded to in the margin were then burnt.

I am, very respectfully, &c.

JOSEPH S. YORKE.

MARCH 24.

Rear-admiral Sir Richard Strachan has transmitted to John Wilson Croker, Esq. a letter from Captain Mounsher, of his Majesty's sloop Drake, giving an account of his having, on the 7th inst. driven a large French private schooner on shore near Camperdown, where she bilged.

And also a letter from Captain Hawtayne, commanding the Quebec, reporting the capture of a French privateer schuyt, of four guns, cut out on the 16th inst. near the Texel, under a heavy fire of musketry from the shore, by the boats of the Idas and King George cutters.

MARCH 31.

*Copy of a Letter from the Hon. Vice-admiral Sir Alexander Cochrane, K. B. Commander-in-chief of his Majesty's Ships and Vessels at the Leeward Islands, to John Wilson Croker, Esq. dated on board his Majesty's Ship Pompée, Basseterre, Guadeloupe, the 27th of February, 1810.*

SIR,

I have the satisfaction of announcing to the Lords Commissioners of the Admiralty, that the flags of France and Holland no longer wave in the Antilles; an event singular in itself, and I hope will prove beneficial to my country.

The surrender of the islands of St. Martin's, St. Eustatius, and Saba, has quickly followed that of Guadeloupe. This service was, in conjunction with Brigadier-General Harcourt, most ably performed by that judicious officer, Captain Fahie, of the Abercrombie, to whom I gave the temporary rank of commodore during the expedition. His reports I have the honour to enclose.

I have the honour to be, &c.

A. COCHRANE.

*His Majesty's Ship Abercrombie, off Great Bay, St. Martin's, Feb. 17, 1810.*

SIR,

I arrived at day-light on the 14th inst. off this island, with the squadron you did me the honour to place under my orders, destined to co-operate with the military force under the command of Brigadier-General Harcourt, for its reduction. The Vimiera, Snapp, and Mornefortunée, soon after joined me, and in the course of the day the Frolic, Surinam, and Superieure.

Captain Scobell, in his Majesty's brig the Vimiera, with a company of the 25th regiment, under the orders of Captain Beattie, assistant quarter-master-general, was immediately despatched to Marigot Bay, to occupy the French quarter of the island, having charge of a joint letter from General Harcourt and myself, addressed to the commandant, and enclosing to him General Ernout's order to place his Majesty's troops in possession thereof, in conformity to the capitulation concluded at Guadeloupe on the 6th instant; which I have the satisfaction to acquaint you was instantly complied with, and the French garrison embarked on board the Vimiera.

At the same moment we sent a summons to the Governor of the Dutch

part of the island, to which he replied in evasive terms. As the disembarkation of the troops and artillery, therefore, became immediately necessary, his Majesty's brigs, named in the margin,\* were ordered to anchor close to the shore, in Little Cool Bay, within a long range of the enemy's batteries, where the landing was effected before sun-set, without opposition. Anxious to give every facility in my power to the views of General Harcourt, by an immediate co-operation, I landed with him, determined to remain by his side until the final accomplishment of the important service entrusted to us. The troops had just taken a forward position, when we received a message from the Governor, expressive of his desire to capitulate, and his intention to send out commissioners with his terms, by eight o'clock that night. Brigadier General Skinner and Captain Dowers, of his Majesty's brig the Ringdove, were appointed on our part to meet them. It was, however, noon on the 15th before the articles were adjusted, having for their basis those granted to the garrison and island of Guadaloupe. It was stipulated that they should be ratified by the Governor, and returned in three hours; but before the expiration of that time, the Dutch commissioners returned, and earnestly solicited to be allowed until eight o'clock the next day; which was granted, on their positive assurance that they would be prepared at that hour to put his Majesty's troops in possession of the principal fort. At nine o'clock, therefore, on the morning of the 16th, General Harcourt marched towards the town of Phillipsburgh, the seamen drawing the howitzers over the hills, and every measure having been adopted for an immediate attack, should it be found necessary; when, to our surprise, we were met on the march by one of the Dutch commissioners, who informed us that the Governor had determined to surrender at discretion, rather than ratify the capitulation. This was immediately confirmed by the appearance of the Governor, who, addressing General Harcourt, surrendered himself and garrison as prisoners of war. During this conversation, the Dutch colours were lowered at Fort Louis, and the garrison marched down to the foot of the hill, where they laid down their arms, and were embarked.

Had there been occasion to call for the gallantry of our troops and seamen employed on this occasion, I am convinced that it would have been displayed equally to their own, and their country's honour; the happiest unanimity and the most zealous energy pervaded the whole.

The character of Brigadier-General Harcourt leaves me the satisfaction of expressing my sense of the good fortune which destined me to command on a conjunct service with him.

Captain Dowers, of the Ringdove, who has served on shore under my orders at Guadaloupe and at this island, is entitled to my warmest thanks.

The unconditional surrender of the colony will unavoidably delay us here some days, as many arrangements which relate to its internal government become indispensably necessary; but for all details on this subject, I beg leave, Sir, to refer you to Brigadier-General Harcourt's letter to his Excellency Sir George Beckwith, and also for any information you may desire respecting the proposed articles of capitulation, a copy of which is enclosed to him.

I have thought it advisable to send the Surinam at once to you with this despatch, and she carries the Dutch garrison; the Superieure will take those from the French quarter.

The moment the general has settled the points which claim his attention

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\* Ringdove, Snap, Mornefortunée.



here, I shall sail to execute the remaining part of your orders; and I hope soon to acquaint you that they have been fully accomplished, and so consistently with your instructions, Sir, as to meet your approbation.

I have the honour to be, &c.

W. C. FAHIE.

*Vice-admiral the Hon. Sir A. Cochrane, K.B. &c.*

*Returns of the Garrisons of the Dutch and French Quarters at St. Martin's, 17th Feb. 1810.*

Dutch quarter—1 captain, 2 lieutenants, 2 medical officers, 1 serjeant major, 6 serjeants, 3 corporals, 47 yagers, and 7 in hospitals.

Artillery—1 lieutenant, 6 gunners.

French quarter—1 captain-commandant, 1 serjeant, 16 rank and file.

N.B. Seventeen deserters returned from the Dutch quarter, and one from the French.

W. C. FAHIE.

To their Excellencies Brigadier-general George William Richard Harcourt, and Commodore William Charles Fahie, commanding his Majesty's Land and Sea Forces at St. Martin's, &c.

We, the inhabitants of the heretofore Dutch part of the island of St. Martin's, beg leave to approach your Excellencies, with hearts impressed with the highest gratitude for your benevolence extended to us, at the moment we were left to your discretion.

And whilst we acknowledge that mercy and generosity are ever predominant in Britons, we must no less admire the manner in which your excellencies have diffused these blessings amongst us. We want words to convey to your excellencies what are our feelings on the occasion. We pray you to believe that our sincerest wishes for your prosperity and happiness will attend you on all occasions, and to your latest hour; and in receiving these our unfeigned acknowledgments, we beg leave to request of your excellencies to convey to Sir George Beckwith, K. B. commander of the forces, and Sir Alexander Cochrane, K. B. vice-admiral of the Blue, commander of the naval forces in these seas, the high sense we feel of their goodness, so fully exemplified in their choice of such officers as your excellencies to represent them.

*St. Martin's, 20th Feb. 1810.*

Sols Romney.  
Engle, J. Richardson.  
Abra. Cannegieter.  
Abm. Huijger.  
D. T. Van Remendt.  
Joseph Romney.  
George Illidge.  
Thomas Romney.  
Chr. Blyden.  
Henry Nicholson.  
A Beckers.  
D. Nisbet.  
A. J. Kintho  
James Cutlibert.  
Andrew A. Wade.  
R. Huthersall.  
Thomas Jolly.  
Abm. P. Daly.  
John Togart.  
William Hanson.  
John Hanson.

Rd. T. Hanson.  
P. Rogers.  
G. Du Clux.  
J. L. Lapierre.  
W. C. Macklot.  
Patrick Carty.  
A. S. Wade.  
Thomas Gumbes.  
John Richardson.  
Richard R. Richardson.  
John Richardson, jun.  
Johannes Solomons Gibbers.  
William Gibbes.  
W. R. N. Howell.  
Richard Burke.  
John James  
Edward Romney.  
Jacob G. Richardson  
James F. Romney.

*Abercrombie, at Anchor in the Road of Saint  
Eustatius, Feb 22, 1810.*

SIR,

The measures which it became necessary to adopt for the internal government of the Dutch quarter of the island of St. Martin, in consequence of its unconditional surrender to his Majesty's arms, having been completed on the evening of the 20th instant, I sailed from thence at day-light, on the following morning, and at twelve o'clock on the same day anchored in this road.

On the appearance of the *Abercrombie* off the road, Captain Dowers, of his Majesty's brig the *Ringdove* (who had been sent forward with a joint summons from Brigadier-general Harcourt and myself, addressed to the governor), joined us with his answer, together with the Terms on which he offered to capitulate, but as they were in some points inadmissible, Lieutenant-colonel Stewart and Captain Dowers were sent on shore to meet the Dutch commissioners, and I have the satisfaction to inform you, that before night the articles\* of capitulation were framed and ratified on both sides, and the grenadier company of the 25th regiment landed to occupy the principal fort.

Intire possession of the island was given to us at nine o'clock this morning, when the Dutch garrison marched out with the honours of war, and embarked.

Inclosed is a copy of the capitulation, and a return of the garrison, together with several documents relative to the island of St. Martin's, which I had not time to transmit sooner for your information.

Though the island of St. Eustatius is of little value in itself, the acquisition of it is important, as it finally expels the enemy's flag from the Archipelago, and I am assured, sir, that it will be to you, as it is to me, a source of peculiar satisfaction, that I have been enabled to carry your orders into complete execution without the loss of a single life.

The joint operations of the military force, under the command of Brigadier-general Harcourt, and of the squadron acting under my orders, have been marked throughout this detached service with an unvaried spirit of zeal and cordiality.

It will, sir, be no inconsiderable addition to the satisfaction I feel in having thus accomplished the object of your orders, if my conduct in their execution meet your approbation.

I have, &c.

*Vice-admiral Sir A. Cochrane.*

W. C. FAHIE.

*Return of the Garrison of the Island of St. Eustatius, commanded by Major  
J. N. Karsboom, on the 22d Feb. 1810.*

*On Service.*

1 commandant, 2 subalterns, 1 surgeon, 5 under officers: 4 corporals and furriers, 1 trumpeter, 1 drummer, 19 privates, 1 bombardier, 1 corporal of artillery, 3 canoniers.

*Unfit from Sickness or Wounds.*

1 subaltern, 1 under-officer, 12 privates, 3 canoniers. Total 56.

J. N. KARSBOOM, Major com.

Note.—Of the above 56 men, only 51 or 52 will be able to embark, including the officers.

W. C. FAHIE.

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\* See the Articles under Lieutenant-general Sir G. Beckwith's despatches.

*Extract of a Letter from Lieutenant Wells, Commanding his Majesty's brig Mornefortune, addressed to Commadore Fahie, of the Abercrombie, dated 22d February, 1810.*

Agreeably to my orders I proceeded and delivered the letters to the Vice-governor at Saba, who requested a short time to call in his Burghers. At 4 A. M. they surrendered the island to his Majesty's brig under my command, when I had the honour to hoist the English colours, and it was saluted by the inhabitants with three cheers.

T. WELLS, Lieutenant-commander.

ADMIRALTY-OFFICE, MARCH 31.

Rear-admiral Sir Richard Strachan has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Hawtayne, commanding his Majesty's ship Quebec, giving an account of his having, on the 21st instant, captured, near the Dogger Bank, a French privateer lugger, *l'Immaculée*, of Fourteen guns and forty-two men, on her first cruise from Calais.

*St. Eustatius, February 22, 1810.*

*Return of Ordnance and Stores in the Island.*

Iron-guns. 2 24-pounders, 1 18-pounder, 1 16-pounder, 4 12-pounders, 3 9-pounders, 5 6-pounders, 14 4-pounders, 10 3-pounders.

Cannonades. 6 12-pounders.

Carriages. 1 24-pounder, 1 18-pounder, 5 12-pounders, 3 9-pounders, 5 6-pounders, 10 4-pounders, 6 3-pounders.

Round-shot. 100 24-pounders, 434 12-pounders, 200 9-pounders, 100 6-pounders, 50 3-pounders.

16 Signal-flags (Dutch), 1,000 musket-balls, cartridges, 12 priming-horns, 180 muskets with bayonets, 90 pouches, one bugle, 20 swords, 350 lbs. of gun-powder, 1 Dutch flag.

W. CLEEVE, Captain Royal Artillery.

APRIL 3.

*Copy of a Letter from Captain Mends, of his Majesty's Ship the Arethusa, addressed to Admiral Lord Gambier, and transmitted by his Lordship to John Wilson Croker, Esq.*

*His Majesty's Ship Arethusa, off the Saints,  
March 17, 1810.*

MY LORD,

I have the honour to acquaint you of the capture of la Levrette French schooner privateer, of 4 guns and 30 men, this morning, by his Majesty's ship under my command; four days from Rochelle, without having taken any thing.

I am, &c.

R. MENDS.

*Copy of a Letter from Captain Maitland, of his Majesty's Ship the Emerald, addressed to Vice-admiral Whitshed, and transmitted by the latter to John Wilson Croker, Esq.*

SIR,

*Emerald, at Sea, March 23, 1810.*

I have the honour to acquaint you, that his Majesty's ship Emerald, yesterday evening, at nine o'clock, took the Belle Etoile, of Marseilles, a very fine ship, letter of marque, carrying 56 men and 8 guns, though pierced for 20; four days out from Bayonne, bound to the Isle of France, with a cargo of wine, flour, oil, and various other merchandise. The Belle Etoile was discovered from the mast-head of this ship at half

past nine A.M. and the chase lasted (with a very strong breeze) nearly 12 hours; during the latter part of which she threw four guns, most of her water, and a part of her provisions overboard. She is 350 tons burthen, only 15 months old, had made but one trip to Guadaloupe, and appears to sail in a most superior style.

I am, &c.

F. L. MAITLAND.

APRIL 14.

Admiral Lord Gambier has transmitted to John Wilson Croker, Esq. a letter from Captain Malcolm, of his Majesty's ship the Rhin, stating his having captured, on the 22d of last month, the Navarrais French privateer, carrying 16 guns, and 132 men, out four days from Bayonne.

Rear-admiral Sir Richard Strachan has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Mounsher, of his Majesty's sloop the Drake, giving an account of his having, on the 9th instant, captured off the Texel the Tilsit French privateer, carrying 18 guns of different calibres, and 64 men.

APRIL 21.

Admiral Lord Gambier has transmitted to John Wilson Croker, Esq. a letter from Captain Kerr, of his Majesty's ship Unicorn, giving an account of his having, on the 12th instant, captured l'Esperance French national vessel, (late his Majesty's ship Laurel,) armed en flute, commanded by a lieutenant de vaisseau, with a valuable cargo of colonial produce from the Isle of France.

MAY 1.

*Extract of a Letter from Captain Worth, of his Majesty's Sloop Helena, to Vice-admiral Whitshed, dated at Sea, the 19th April 1810, and transmitted by the Admiral to John Wilson Croker, Esq.*

I have to acquaint you, that his Majesty's sloop under my command gave chase to a sail seen at day-light, which continued until nine o'clock at night; then, after firing a few guns, she surrendered, and proved to be the brig Grand Napoleon. of Nantz. She sailed from thence on the 13th ult. manned with 124 men, armed with 16 guns, viz. 12 18-pounder carronades (English) and four long guns. She is the most complete appointed French cruiser I have ever seen, is 280 tons, and three months old.

## Naval Courts Martial.

**I**ATELY, a Court Martial was held on board the Gladiator, on the 14th Hon. Captain Pakenham, of his Majesty's ship Greyhound, his officers and ship's company, for the loss of that ship, on the coast of Luconia, on the 11th October, 1808.—The Court were of opinion, that the loss of the Greyhound was caused by her running on the said coast, and that no blame was imputable to Captain Pakenham, his officers, and ship's company, for their conduct on that occasion; that no exertion to save the ship could have been effective; but that every exertion was made by him to save the lives of the ship's company; and did adjudge him, his officers, and ship's company, to be acquitted.



On Friday and Saturday, May 11 and 12, a Court Martial was held on board the *Salvador del Mundo*, in Hamoaze, for the trial of Lieutenant William Archbold, late of the *Princess* receiving ship, at Liverpool; that officer having requested that he might have a public opportunity of vindicating his character from the odium thrown upon it by Captain Killwick, commander of the *Princess*.—The Court, after having examined Captain Killwick and many of his officers, and duly considered their evidence, was of opinion, that the conduct of Mr. Archbold had been most officer-like and correct during the whole of the time he had served in the *Princess*, and did therefore most fully acquit him.

On Saturday, May 12, Mr. Littlepage, carpenter of the *Hazard*, was also tried for absence from duty, disobedience of orders, and mutiny.—The latter charge was not proved; the others being in part, Mr. Littlepage was reprimanded and admonished.—President, Captain Wolley.

On Thursday, May 17, a Court Martial was held on Mr. James Anderson, Master of his Majesty's ship *Grasshopper*, for drunkenness and neglect of duty, at various times.—He was dismissed his ship, and rendered incapable of ever serving as an officer again; but to serve in such a situation as the Commander-in-chief shall direct.—Captain Lee, President.

### Promotions and Appointments.

#### Admirals and Captains appointed.

Vice-admiral Sir Henry Stanhope, Bart. is appointed commander-in-chief at the Nore, *vice* Admiral Wells.

Rear-admiral W. A. Otway succeeds Sir Henry Stanhope as commander-in-chief in the Thames; and Rear-admiral Herbert Sawyer succeeds Admiral Otway in the harbour duty at Portsmouth.

The Right Hon. Charles Yorke, brother of Captain Sir Joseph Sydney Yorke, is appointed to be First Lord Commissioner of the Admiralty.

Captain John Stewart to the *Saldanha*; Adam Drummond to the *Courageux*; Bridges W. Taylor to the *Apollo*; Philip Beaver to the *Nisus*; Peter Parker to the *Menelaus*; E. P. Brenton to the *Cyané*; Bryan Hodgson to the *Barbadoes*; William Dawson to the *Piedmontaise*; Joseph Bott to the *Sabine*; James Murray to the *Oberon*; Joseph Spear to the *Royal Sovereign*; R. D. Oliver to the *Valiant*; John Davis (2) to the *Achates*; G. M. Sutton to the *Derwent* sloop; Sir Thomas Staines to the *Hamadryad*; William Higman to the *Gluckstadt*; and James Bowen, eldest son of Commissioner Bowen, of the Transport Board, to the *Pallas*.

Captain Losack to the *Christian VII.* *vice* Sir Joseph Sydney Yorke.

Captains Deunor and Pechell are promoted to the rank of Post Captains.

#### Lieutenants, &c. appointed.

Lieutenant Stephen Cousins to the *Resolution*; Robert Streatfield to the *Ruby*; W. J. Edwards to the *Grasshopper*; John Richardson (1)

to the Diligence; James Robinson (2) to the Prometheus; Henry Davis (2) to the Stately; W. C. Edwards to the Racehorse; John George Aplin to the San Josef; Alexander Home to the Theseus; John Campbell (5) to the Daring gun-brig; David St. Clair to the Victory; George W. H. d'Aeth to the San Josef; John Clumley to the Aboukir; William W. West to the St. Domingo; Thomas Monckien to the Mars; Peter Despourrins to the Amsterdam; Joseph Patté to the Formidable; George Morrison to the Chanticleer; James Wallace (2) to the Cadmus; James Shipley to the Ardent; Henry William Bailey to the Franchise; James G. Gooding to the Rosario; Henry J. Wilson to the Namur; William Hathwaite to the Elizabeth; John Gordon to the Theban; Richard Crossman to the Dart cutter; John R. Morris to the Pioneer; John Pearce to the Decoy cutter; John A. Blow to the Algerine cutter; Abraham Garland to the Sprightly cutter; David Allen to the Lyra; John George Moses to the Hardy gun-vessel; Sir William S. Wiseman to the Lion; James B. Babington to the Wolverene; John Rudall to the Osprey; George Tippet to the Africa; Robert Russel (2) to the Antelope; Humphrey Hopkins and Edward Brazier to the Nisus; George W. H. Knight to the Hussar; Alexander Brodie to the Formidable; George Roach to the Princess; Benjamin Moorehouse to the Britomart; John Hindmarsh to the Nisus; Sir John G. Sinclair, Bart. to the Menelaus; William J. Prowse to the Hamadryad; Samuel P. Pritchard to the Barbadoes; Joseph Hodgkin to the Beaver; Sir William George Parker, Bart. to the Antelope; James Eegbie to the Apollo; Richard Danford to ditto; John Reding to the Elizabeth; William Caley to ditto; S. H. W. Howse to the Fleche; William Pringle to the Magnanime.

Lieutenant D. Barber is promoted to the command of the Dauntless sloop, in lieu of Captain Whittman, deceased on the coast of Africa.

Mr. T. Hoskins is appointed to command the Diligente store-ship.

Lieutenants W. H. Smith, Hon. John Gower, James Hay, E. Flyn, H. N. Rowe, John Codd, Phipps, Hamilton, Dalton, and Hon. V. Gardner, are promoted to the rank of Commanders.

Lieutenant A. Market is appointed Warden of his Majesty's Dock-yard at Deptford.

T. Edgecombe, Esq. is appointed Private Secretary to the Right Hon. Charles Yorke, First Lord of the Admiralty.

A list of Midshipmen passed for Lieutenants on the first Wednesday in the present month.

*Sheerness.*—John P. Davidson, Andrew McCulloch, Charles Brown, Henry F. Sewell, John Horn.

*Portsmouth.*—L. A. Robinson, William Richie, James Stewart, Charles Rich, Randall Vans.

*Plymouth.*—George Forder, Robert Tryon, John Wingrave, William Satter, Alexander Kennedy, Edward Saurin, Henry Gny, Emelius K. Dixon.

Surgeons, &c. appointed.

James Hunter to the Nassau prison ship; William Boyd to the Phœnix; H. Mithoff to the Algerine cutter; David Lewis (1) to the Pigmy cutter; R. P. Hillyar to the Apollo; James Hall to the Pioneer; Thomas Reynolds to the Erebus; James Prior to the Nisus; William

Dickson to the *Hamadryad*; L. B. Oliver to the *Barbadoes*; F. R. Jago to the *Derwent*; John Jones to the *Agincourt*; John Duncan to the *Racer* cutter; C. K. Crawford to the *Cretan*; William Smith to the *Trinculo*; E. H. Seymour to the *Rainbow*; James Soutter to the *Cruizer* sloop; Thomas Downey to the *Thisbe*.

#### Assistant Surgeons, &c. appointed.

F. R. Clause to be an hospital mate at Portchester prison; N. M'Morris to the *Bellona*; Archibald Blacklock to be an hospital mate at Deal; H. M. Radford to the *Africa*; John Corsan to the *Vanguard*; Anthony Adams to the *Victory*; John Urquhart to the *Trent* hospital ship; John Baxter to the *Standard*; Robert Fleming to the *Berwick*; George Swann to the *Standard*; James Brunton to be an hospital mate at Plymouth hospital; Ebenezer Scott to ditto; James Morrison to the *Gorgon* hospital ship; William Barr to be an hospital mate at Haslar hospital; Frederick Clause from Portchester Castle to ditto; William Bland to the *Menelaus*; William Crichton to the *Salvador del Mundo*; Richard Morgan to the *Clyde*; Alexander Montgomery to be an hospital mate at Portchester Castle; Michael M'Creery to the *Gorgon* hospital ship; W. B. Godfrey to the *Hamadryad*; James Kennedy to be an hospital mate at Yarmouth hospital; William Bierné to ditto; W. Sedley Burne to Stapleton prison hospital; Alexander Smith to the *Trent*; Thomas Heyues to the *Thrasher* gun-brig; Andrew M'Robert to the *Poictiers*; James Bellarby to the *Nymphé*; James Stewart to the *Medusa*; Robert Austin to the *Loire*; Peter Burke to the *Amelia*; William Dykes to the *Apollo*; Alexander Cleghorn to the *Princess of Orange*.

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#### BIRTHS.

On the 8th of May, at Plymouth Dock, the wife of Captain Isaac Woolley, R. N. of a son.

On the 2d of May, in Caroline-place, Guildford-street, the lady of Captain J. R. Franklin, of the Hon. East India Company's service, of a daughter.

On the 12th of May, in King-street, Portman-square, the lady of Captain Paterson, of the Hon. East India Company's naval service, of a daughter.

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#### MARRIAGES.

On the 24th of April, at Richmond, in Surrey, Peter Taylor Robinson, Esq. Major in the 8th, or King's own, regiment, to Mary, sixth daughter of the late Vice-admiral Sir William Parker, Bart.

At Kensington, by the Rev. Charles Fanshawe, Captain Fanshawe, of the royal navy, eldest son of General Fanshawe, to Anna Maria Jenkinson, second daughter of Colonel Jenkinson, of the Board of Green Cloth.

Lately, at Stonehouse Chapel, Plymouth, Lieutenant William Jenkins, commander of the *Snapper* schooner, to Miss Fidelia Coryton, of Durnford-street, Stonehouse.

At Hennock, Devon, Captain William Hill, of the royal navy, to Miss Upton, of Cheriton-Bishop.

At Donhead St. Mary, by the Rev. Dr. Jackson, Charles Cowper Bennett, Esq. of the royal navy, to Sarah, eldest daughter of the late William Burlton, Esq. of Baverstock-house, Wilts.

Mr. Shier, navy agent, of Portsea, to Miss Salmon, daughter of Mr. S. Salmon.

On the 8th of May, at Maker church, Plymouth, by the Rev. Mr. Ley, George Augustus Hire, Esq. R. N. to Harriet, youngest daughter of John James, Esq. Rosemundy, near Truro.

Captain J. Maughan, of the royal marines, to Miss M. Payne, youngest daughter of the late Rev. S. Payne, of Weymouth.

At Gibraltar, Lieutenant Fuller, of his Majesty's ship *Nereus*, to Miss L'Egere.

Captain Dacres, R. N. to Arabella Boyd, third daughter of Lieutenant-general Sir Hew Dalrymple.

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#### OBITUARY.

At his apartments in the Royal Hospital at Greenwich, aged 84, Captain Francis Lynn, the senior captain of that institution, and the oldest officer on the commanders' list.

At the siege of Cadiz, Lieutenant Cropley.

On the 10th of May, at Coliton, in Devon, Henry Wilson, Esq. late a captain in the East India Company's service.

On the 28th of April, at the house of John Leek, Esq. in Caroline-place, Lower Grosvenor-place, Marianna, second daughter of Captain Stackpoole, of the *Tonnant*.

Lately, in the West Indies, of the yellow fever, Lieutenant Frederick Ellis, and Mr. Bonnell Budd of the *Cleopatra*.

Lately, at Halifax, Captain Robert Simpson, R. N.

On the 10th of April, Captain Delamore Wynter, of his Majesty's sloop the *Cadmus*.

On the 29th of April, of a deep decline, Lieutenant James Cutlbert, of the royal navy.

On the 13th of January, on the coast of Africa, Captain Josiah Whittman, of his Majesty's sloop the *Dauntless*, aged 58.

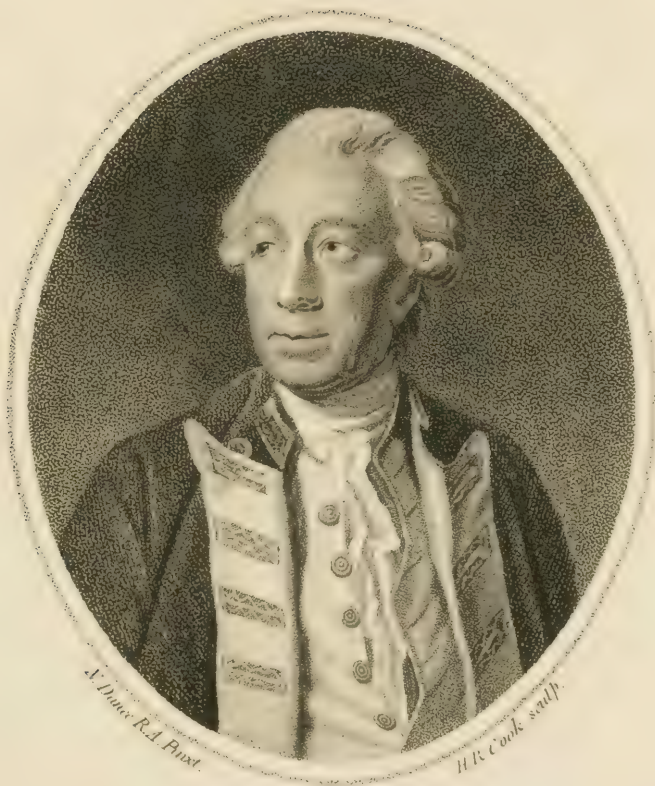
On the 20th of April, at Greenock, Lieutenant Roderick Macleod, of his Majesty's ship *Minotaur*. He was raised to his rank from a private station, as the reward of his merit.

At Gosport, Captain George Irwin, of the royal navy; also his nephew, George Irwin, of Hythe, near Southampton.

Lately, at his house in Plymouth, at an advanced age, Charles Chamberlayne, Esq. Admiral of the Blue.—He was made Post Captain on the 28th of October, 1778; Rear-admiral, on the 1st of June, 1795; Vice-admiral, on the 14th of February, 1799; and Admiral, on the 9th of November, 1805.

At Queensferry, Scotland, in the 91st year of his age, Mr. Mac Balam, surgeon. The early part of his professional life was passed in the naval service. At the attack of Carthage, in 1741, he was landed to assist the troops, along with Smollet, then also a surgeon's mate, and of whom Mr. Mac B. always spoke in terms of high esteem.





HON<sup>BLE</sup> MOLYNEUX



LORD SHILBHAM.

Admiral of the White Squadron



MEMOIR OF THE PUBLIC SERVICES  
OF THE LATE  
RIGHT HONOURABLE  
MOLYNEUX LORD SHULDHAM,

ADMIRAL OF THE WHITE SQUADRON.

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“ Honour and fame are the rewards of perseverance.”

**T**HE late Admiral Lord Shuldham, whose title is extinct, was the descendant of a German family of the name of Shuldham, or Shouldham, which had been some time settled in Ireland. His father, of whom he was the second son, was a clergyman, in the diocese of Ossory; and his mother was a daughter of Daniel Molyneux, Esq. of Ballymulvy, in the county of Longford.

He entered the service at the very early age of ten years; and, after passing the subordinate gradations of rank, he was, on the 12th of May, 1746, made post captain in the *Sheerness*, a frigate at that time employed in cruising off the coast of Scotland, where Commodore Smith then enjoyed the command. From this period, till 1754, he does not appear to have been employed on any particular service; but, at the latter end of that year, he was appointed to the *Scaford*, of 20 guns; from which he was soon afterwards removed into the *Warwick*, of 60 guns, and ordered to the West Indies, under Rear-admiral Frankland. Preparations for war were at this time making, by both Great Britain and France.

On the 11th of March, 1756, upwards of two months before the actual declaration of war, Captain Shuldham, while on a cruise off Martinique, had the misfortune to fall in with the following French squadron, under the command of M. D'Aubigny, who had sailed from Brest on the 30th of January preceding:—

<i>Ships.</i>	<i>Guns.</i>
Prudente .....	74
Atalante.....	34
Zephyr.....	26

Respecting the action which ensued, the subjoined extract from a letter, written shortly afterwards from the West Indies, is the only document that we have been able to obtain :—

“ The Warwick, of 60 guns, who had been cruising off the coast of Martinico, and had taken several French prizes, fell in with the Prudente man of war, of 74 guns, who had in company with her a 60-gun ship, and a frigate of 36 guns. The Warwick, perceiving herself thus over-matched, endeavoured to get clear by making a running fight, and actually got clear of the large ships, but the frigate, being ordered to chase, came up under her stern and raked her terribly, by which means she was kept in play till the Prudente again came up, and the Warwick struck.”

The force of the enemy's ships has been variously described ; but we believe that the list, given above, presents the most correct statement.—If we are to accredit the French accounts, Captain Shulldham mistook their ships for merchantmen ; and it was not till a broadside from one of the frigates had convinced him of his error, that he would open his lower ports. Conscious of the hopelessness of resistance, he then made all the sail he could set, with the view of effecting his escape. His efforts, however, were unsuccessful ; for, as the enemy's ships sailed and worked much better than the Warwick, the latter was soon surrounded. She defended herself as long as it was possible, but the vast superiority of the assailing force compelled her speedily to surrender.

We are not to suppose that any blame whatever attached to Captain Shulldham on this occasion ; for, immediately after his exchange, he was tried by a court martial, most honourably acquitted, and appointed to the Panther, a 60-gun ship, then newly launched.

In the month of November, 1758, Captain Shulldham sailed for the West Indies, under the orders of Commodore Hughes, who was sent thither with a squadron, to join Commodore Moore, for the purpose of enabling him to make a successful attack upon the French islands.

Commodore Hughes's squadron joined the commander-in-chief, in Carlisle Bay, Barbadoes, on the 1d of January, 1759 ; and, in the subsequent attack upon Basseterre, the capital of the island of



Guadaloupe, which surrendered after a very spirited defence, Captain Shulldham particularly distinguished himself.\*

There being no longer any occasion for so great a naval force in the West Indies, several of the large ships, amongst which was the Panther, were sent home with the convoy.

Early in the year 1760, Sir James Douglas succeeded Commadore Moore, in the command on the Leeward Island station. Captain Shulldham joined him on that station, in 1761, having been previously appointed to the *Raisonable*, of 64 guns; a ship which had been taken from the enemy a short time before. In June, Sir James Douglas proceeded to attack the island of Dominica; but, whether Captain Shulldham accompanied him, we are not certain, as the whole of his squadron was not employed on that service. On the 8th of the month, the island surrendered to his Majesty's arms, after a short resistance.

On the 22d of November, (1761) Rear-admiral Rodney arrived in Carlisle Bay, Barbadoes, with a strong reinforcement from England; on the 14th of December, he was joined by the *Téméraire*, of 74 guns, and the *Actæon* frigate, from Belleisle, with a body of troops on board, under the command of Brigadier-general

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\* For a detailed account of the proceedings against Martinique, Guadaloupe, &c. the reader is referred to our biographical memoir of Admiral Sir John Moore, *NAVAL CHRONICLE*, Vol. III. page 441, *et seq.* A portrait of the admiral is given in our *Ninth Volume*, page 113.—In addition to the list of Commadore Moore's squadron at the Leeward Islands, in 1759, given at Vol. III. page 438, it may not be amiss here to subjoin a statement of the French force, under M. du Bompert, at the same period:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
<i>Le Défenseur</i> . . . . .	74	M. du Bompert, Chef d'Escadre.
<i>L'Hector</i> . . . . .	74	Captain M. Rochfield.
<i>Le Courageux</i> . . . . .	74	——— M. de Cousage.
<i>Le Florissant</i> . . . . .	74	——— Le Comte de Morville.
<i>Le Diadem</i> . . . . .	74	——— M. de Rossillon.
<i>La Prothée</i> . . . . .	64	——— M. D'Hiquit.
<i>Le Valiant</i> . . . . .	64	——— M. de Clavier.
<i>Le Sage</i> . . . . .	64	——— M. de Guichen.
<i>L'Amphion</i> . . . . .	50	——— M. de Revict.
<i>L'Amethyst</i> . . . . .	32	———
<i>Le Fleur de Lys</i> . . . . .	32	———
<i>Le Voleur</i> . . . . .	26	———

Rufan; on the 24th of the same month, the rest of the army arrived from America, under Major-general Monckton; and, consequently, at the close of the year, the entire force was assembled, and ready to proceed, on the intended expedition against Martinique.\* Accordingly, on the 5th of January, 1762, Rear-admiral Rodney sailed from Barbadoes, arrived off Martinique on the 7th, and anchored in St. Anne's Bay on the 8th; Sir James Douglas having been previously sent forward to silence the forts on the coast. The *Raisonable*, Captain Shulldham, was one of the ships employed on this service; and, unfortunately, when standing in to attack a battery, she ran upon a small reef of rocks, of which the pilot was ignorant, and was totally lost. Her crew, stores, and guns, however, were preserved.†

Immediately on the anchoring of the fleet in St. Anne's Bay, a large body of troops was landed, and batteries were erected; but, as it was soon found, that the position which had been chosen was not favourable, the troops were re-embarked, and carried to Fort Royal Bay. On the subsequent landing of the army, which took place early on the morning of the 17th, without the loss of a man, Captain Shulldham commanded the right division of boats.‡—The siege of Fort Royal, which was then immediately commenced, continued till the 4th of February, when the garrison surrendered; and, on the 16th of the month, the whole island was in possession of the British, whose entire loss had not exceeded 506 men.

An attack upon the Havannah having been determined on, Sir George Pocock left England for that purpose. He arrived at Barbadoes on the 20th of April; joined Admiral Rodney, at Martinique, on the 26th; and, on the 6th of May, having completed the necessary arrangements, he sailed for the Havannah;

\* For the particulars of this expedition, *vide* NAVAL CHRONICLE, Vol. I. page 363.

† “We had the misfortune,” says Admiral Rodney, in his official despatch, “to lose the *Raisonable*, as she was leading in for one of the enemy's batteries, owing to the pilot being ignorant of a little reef of rocks, which took her up. We have saved all her people, all her stores, and I hope soon to get all her guns.”

‡ Commodore Swanton commanded the centre, and Captain Hervey the left.

leaving a sufficient squadron under the command of Admiral Rodney, for the protection of the Leeward Islands.\* Captain Shuldham remained with this squadron, and served for some time as flag-captain in the *Foudroyant*.

From this period, in consequence of the peace which ensued in 1763, we find no mention of Captain Shuldham, till about the year 1768, when he was appointed to the *Cornwall*, of 74 guns, then lying at Plymouth. Early in the following year, he was removed to the *Royal Oak*, of the same force, one of the ships which were ordered to be equipped at Portsmouth, in consequence of the apprehended rupture with Spain.

In the year 1772, Captain Shuldham was appointed governor of Newfoundland; for which settlement he sailed, with a commodore's pendant, in the *Panther*, of 60 guns, a ship which he had formerly commanded. On his return to England, at the close of the year, he fortunately picked up the crew of the *Dispatch* sloop of war, which had foundered at sea.†—He also brought home with him an Esquimaux chief, who was presented to his Majesty.

Commodore Shuldham retained the Newfoundland command during the three succeeding years, without meeting with any occurrence deserving of particular notice.‡—On the 31st of March, 1775, he was promoted to the rank of rear-admiral of the white squadron; and, at the general election which took place in the ensuing autumn, he was returned member of Parliament for the

\* *Vide* biographical memoir of Sir George Pocock, NAVAL CHRONICLE, Vol. VIII. page 456.

† The *Dispatch* had been sent to England by Admiral Man, with an account of a destructive hurricane, by which the West India Islands had been visited.

‡ During this period, the Newfoundland squadron was generally composed of the following ships:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
<i>Panther</i> .....	60	{ M. Shuldham, Commodore. Captain C. Ommannbey.
<i>Aldborough</i> .....	20	—— James Hawker.
<i>Deal Castle</i> .....	20	—— James Cumming.
<i>Nautilus</i> .....	18	—— J. H. Jones.
<i>Figmont</i> , schooner		Lieutenant Richard Lock.

borough of Fowey, in Cornwall. On the 3d of February, 1776, he was further promoted to be vice-admiral of the blue squadron; a short time previously to which, he had been appointed to command on the American station, whither he proceeded, with his flag on board the *Chatham*, of 50 guns.

The first service which the vice-admiral had to perform, on his arrival in America, was, to carry General Sir William Howe and his army to Halifax; that officer having found it expedient to evacuate Boston early in the year. An expedition against New York having been determined on, Admiral Shulldham and General Howe sailed from Halifax in June; and on the 3d of July, the fleet, which, in addition to the ships of war, consisted of an immense number of transports, victuallers, and store-ships, passed the bar at Sandy Hook, and anchored off Staten Island, which was taken possession of without opposition. Not the slightest loss, either by accident or capture, was sustained during the passage. Every preparation was now made, under Admiral Shulldham's inspection, for the commencement of offensive operations, as soon as Lord Howe, and the reinforcements which were expected from England, should arrive.—His lordship reached Halifax, on the 1st of July; and, finding that the fleet had sailed, he immediately proceeded to New York, where he joined Admiral Shulldham on the 14th.\*

On the 31st of July, 1776, Admiral Shulldham was raised to the dignity of a Baron of the Kingdom of Ireland, by writ of privy seal, bearing date the 24th of June preceding.

During his stay in America, his lordship was not employed in any farther service of a distinct nature.—He returned to England early in the year 1777; and, after the commencement of hostilities with France, in 1778, he was appointed to command the additional convoy, which was sent with the outward-bound West India and American fleets, as is sometimes necessary in time of war, to protect them to a safe latitude. On this occasion, Lord Shulldham hoisted his flag in the *Poudroyant*, of 80 guns (of which ship the present Earl St. Vincent was then captain) and sailed

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\* *Vide* NAVAL CHRONICLE, Vol. I. page 15.



from Spithead, with upwards of 300 sail of merchantmen under his convoy, on the 25th of December.

Having successfully performed this service, Lord Shuldham was, after his return, appointed port admiral at Plymouth; a station which he continued to fill—excepting at intervals, when he was relieved by Vice-admiral Milbanke—till after the conclusion of the war, in 1783.

Subsequently to that period, he never accepted any command.—On the 19th of March, 1779, he was made vice-admiral of the white squadron; on the 26th of September, 1780, vice of the red; on the 24th of September, 1787, admiral of the blue; and, on the 1st of February, 1793, admiral of the white.

Lord Shuldham died at Lisbon, at a very advanced age, in the year 1798.

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#### HERALDIC PARTICULARS.

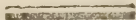
The Rev. Samuel Shuldham, of the diocese of Ossory, in the kingdom of Ireland, married Elizabeth, daughter of Daniel Molyneux, of Ballymulvy, in the county of Longford, Esq. (by his wife Catherine, daughter of Thomas Pooley, of Dublin, Esq.) and sister to Pooley Molyneux, of Ballymulvy, who died, unmarried, in 1772; bequeathing his estates, of about 1500*l.* *per annum*, to the eldest son of his sister, by Mr. Shuldham.—Lord Shuldham, the subject of the preceding memoir, was the second son, by the above marriage.

**ARMS.**—An eagle displayed, topaz.

**CREST.**—A griffin passant, pearl.

**SUPPORTERS.**—The dexter an Indian warrior, in his right hand a bow, on his shoulder a quiver full of arrows, all proper, his inner garment pearl, an outer garment over his right shoulder ruby; on his head a cap with feathers, pearl, and round his neck, legs, and ankles, strings of beads, proper. The sinister an Indian female, habited pearl, petticoat emerald, fringed of the second, round her waist a girdle, and on her head a cap of feathers of the last, with necklace, bracelets, and beads, proper.

**MOTTO.**—*Post Nubila Phœbus.*



## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

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MANTES IN GURGITE VASTO.

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### SPONTANEOUS IGNITION.

**S**OME years ago, a fire broke out on board a frigate in the harbour of Kronstadt, which was attributed to some evil-disposed person. Fruitless inquiries were set on foot; several sailors even were apprehended on suspicion, and the affair was reported to the Empress, (Katharine II.) who answered the reporter thus: "But, Sir! it seems to me I have learnt in my youth, that the mixture of certain substances, cold in themselves, produces fire spontaneously: perhaps this accident has been occasioned by some such cause; and it would be a sad thing to punish the innocent. Let a special commission therefore be appointed to examine more minutely into the case." Kraft, professor of experimental physics and chemistry to the grand-dukes Alexander and Constantine, was of this commission, and the frigate was carefully visited; when it was discovered that a bottle of oil had been overset on a heap of soot in the fire place; with such appearances that warranted an amended report, that the fire had proceeded from that cause; on which the Empress ordered the parties in confinement to be released.—Her Imperial Majesty made use of this adventure (which she was fond of recollecting) when the youthful princes were one day speaking to her of their studies, in order to inculcate the possible utility of all the sciences, to personages in their elevated sphere of life.

### LORD COLLINGWOOD'S COFFIN.

It is proper to be recorded, that the remains of Lord Collingwood are deposited in the very stone coffin which Cardinal Wolsey had prepared for himself. It had remained, as lumber, in a room adjoining St. George's Chapel, Windsor; and for its last purpose was given as a present by his Majesty.

### CAPTURE OF THE CHARLTON, AND THE UNITED KINGDOM.

THE following particulars of the capture of the Honourable Company's ships the *Charlton*, and *United Kingdom*, by the French frigates *la Venus* and *la Manche*, of 44 guns each, and *la Creole* corvette, of 16 guns, are written from memory (the journal having been lost) by an officer belonging to the *Charlton*:—

"On the 8th November (1800) his Majesty's ship *Rattlesnake*, bound to England, informed us of two French frigates and a corvette being in the Bay of Bengal, and recommended us, in the probable event of our falling in with them, to put on the best appearances. We accordingly cleared our

ship for action, and kept her so, with a continual look-out night and day; likewise sent, as per order, an officer and 25 men on board the United Kingdom, kept exercising the great guns and small arms every morning at sun-rise.

"At day-break, on the 18th, saw three sail about four or five leagues to leeward, the wind light and variable, from the westward; commodore made a signal by telegraph, which was answered in the affirmative by the United Kingdom and our ship. From six to eight A. M. bearing down as per signal, made out the weathermost ships to be two frigates and a smaller vessel, hull down to leeward; kept bearing till 10 A. M. when the headmost ship, *la Manche*, commenced a heavy fire on the *Windham*, her shot passing over, while that of the *Windham* fell short. At half-past 10, as soon as our guns could be brought to bear, we began to fire upon the enemy, but unfortunately our shot fell short also.

"At eleven hauled our wind on the starboard tack, and formed in close order of battle. The *Manche* wore round by signal to join the *Venus*; made all sail to windward with a light variable breeze, the *Windham* drawn a-head, and not in a situation to co-operate; Captain Mortlock, at noon, called a consultation of his own, and the military officers on board, when it was unanimously agreed, that the *Charlton* and *United Kingdom* could not maintain a contest with any probability of success, against a force so much superior in every respect, except in courage and discipline; but, determined not to become an easy conquest, at two P. M. the enemy drawing up fast, the *United Kingdom* made the signal to engage the enemy's van, and was answered in the affirmative. The *Venus* separating from her consort, bore upon us. At half-past three the *United Kingdom* commenced firing on the *Manche*, which she sharply returned. We then wore, (being on the *United Kingdom*'s lee bow) and lay athwart the *Manche* at half a mile distance, and keeping up a brisk and well-directed fire, shot away her mizen-top-sail, when she came round to join the *Venus*, hauled her wind, and gave the *United Kingdom* three cheers as she returned, and made all possible sail, the enemy communicating by boat, and then gave chase to the *Windham*, which was at this time five or six miles a-head.

"At sun-set, the enemy, about four miles distant from us, on the weather quarter, made his appearance in close order. At nine we hailed the *United Kingdom*, and though we both concurred in thinking the case hopeless, yet we were determined to fight for the honour of the service. The *Charlton* took her station in the rear of the enemy, and at half-past ten we distinctly heard the *Venus* (close on our beam) beat to arms and pipe to quarters, and then commenced a dreadful fire of round and grape-shot, which we instantly returned. Soon after *la Manche* unexpectedly opened a fire on us likewise, which we kept returning in a steady and well-directed manner; but deeming longer resistance to an overwhelming power the height of rashness, we were under the imperious necessity of striking, to prevent the greater evil of going to the bottom. Unfortunately, however, owing to the confusion of a night engagement, we received two destructive broadsides after we had surrendered.

"The frigates now began their united fire on the *United Kingdom*, who defended herself till resistance became of no avail, and with a gallantry which merited a better issue, struck her colours between one and two in the morning, when the passengers were removed, and the *Venus* proceeded in quest of the *Windham*.—On board the *Charlton* our loss is less considerable than might have been expected from the superior force of the enemy, the duration and closeness of the action. Only one man (a soldier) was killed, and a seaman badly wounded.

"Several shots through between wind and water; hull, sails, and rigging severely injured.

"During the engagement the wind was variable from W.N.W. to S.—Lat. 6 deg. 30 min. N. long. 90 deg. 30 min. E."

#### CAPTURE OF THE *WINDHAM*.

THE subjoined is Captain Stewart's Narrative, dated Cape Town, February 24, 1810:—

"On the morning of the 18th November, at day-break, in lat. 6 deg. 41 min. N. long. 92 deg. 50 min. E. observed a strange sail from the deck, bearing east, close-hauled on the starboard tack, with the wind at west, about seven or eight miles to leeward. At six A.M. they tacked and stood towards us, and, as the wind was then squally and variable (which favoured them), I conceived it impossible to avoid an action. I therefore telegraphed the fleet, as to the propriety of our bearing down together, which they answered in the affirmative, when I cleared ship for action, and steered towards the headmost ship (a very large frigate, with fourteen ports of a side, and reckoned to mount 44 guns, and full of men)—made the signal for close action, and, as the wind was light and variable, the *United Kingdom* and *Charlton* were not keeping in so close order as I wished, I called the ship's company and soldiers together, and communicated my intention of boarding, when every one volunteered, and cheered the proposal.

Made all sail and stood towards the enemy, when (at half-past nine A.M.) being within gun-shot, he hoisted French colours, and gave us a broadside. Kept standing towards him without firing a shot; at length commenced our fire, which, to our great mortification, fell considerably short of him. The enemy preserved his distance, and kept up a heavy fire, which considerably damaged our hull, sails, and rigging.

"At half-past ten, finding it impossible to get nearer, backed the main-yard, and engaged the frigate for an hour and a half; by this time the *United Kingdom* and *Charlton* were well-up, being then a little past noon, when the enemy made sail from us towards his consort, another large frigate, bearing a commodore's flag.

"At three P.M. the enemy, having collected their force, made all sail towards us; when (at half-past five P.M.) their van being well-up with our rear, the *Charlton* made the signal for permission to engage, which I answered in the affirmative, when the *United Kingdom* and *Charlton* opened their broadsides—most of their shot fell short, while those of the enemy



were flying over us in all directions—shortened sail for the fleet: the enemy finding the United Kingdom neared him, wore round and stood again towards his consorts.

“ At eight P.M. held a consultation; in consequence of which, made all sail in hopes of drawing off one of the frigates from the United Kingdom and Charlton. At midnight observed an exchange of fires between our ships and the enemy.

“ At day-break of the 19th the largest of the enemy’s frigates in chase of us, about seven or eight miles astern; saw four other ships from the mast-head to N.N.E.; employed in making every exertion to lighten the ship—throwing overboard cargo and private trade—lat. at noon 6 deg. 27 min. N. and long. 90 deg. 45 min. E.

“ At day-break of the 20th, the enemy only three or four miles a-stern, and gaining fast upon us. At nine A.M. conceiving him within gun-shot, commenced firing our stern chasers, but without effect; while the enemy kept up a heavy fire from his foremost guns, which cut our sails and rigging very much; when about noon found we had gained from the enemy, and at one P.M. was without the reach of his guns, performed divine service: employed again throwing cargo overboard, repairing damages; at day-break on the 21st found him six or seven miles a-stern, and preserving our distance. Lat. at noon 4 deg. 24 min. N. long. 89 deg. 45 min. E. During this night the winds were light and variable from north to W.N.W. and favoured the enemy, who gained fast; at day-break on the 22d, the enemy was only a few miles astern, and came fast up, with a fine breeze, when we were at times becalmed; kept plying with sweeps from our gun-deck, but they were of no service, as at eight A.M. we were within reach of the enemy’s guns; kept up a brisk fire from our stern and after guns, as he gained upon us, but without effect, as most of our shot fell considerably short, while his were flying over us in all directions. At half-past ten A.M. the enemy having got well to windward, and his whole broadside to bear, conceived it impossible to contend longer with so superior a force, as from the circumstance of our sails and rigging being so much damaged, precluded every chance of our again getting away; I therefore, (with the concurrence of all on board) was under the painful necessity of hauling down our colours, as I judged it an unnecessary sacrifice of lives; any further resistance on our part would only have been productive of the most fatal consequences, without the smallest hope of success.

“ Every one on board suffered greatly from excessive fatigue, and latterly it was with difficulty my officers and crew were able to perform the necessary parts of their duty.

“ The frigate we engaged was *la Manche*, mounting 28 long 18-pounders on the gun-deck, and twelve 42-pounders on the quarter-deck and fore-castle, and 350 men; she had two killed in the action on the morning of the 18th November.

“ It is with regret I state the loss on our part to be very considerable.

“ *Killed*.—Ensign Lennon, H. M. 69th regiment; Messrs. R. R. Wright, Thomas Brookholding, and W. B. Mackenzie, cadets.

" *Wounded*.—Ensign Anderson, 80th regiment, and Mr. H. Farquhar, cadet.

FRENCH ACCOUNT OF A NAVAL ACTION IN THE GULF OF NAPLES.

A FRENCH Paper, under the date of Naples, May 5, 1810, contains the following statement :—

" A cut-down ship of the line, carrying 50 guns, (thirty 24-pounders, and twenty 32-pound carronades) has continued for these four days in the gulf of Naples, and interrupted the communication with the capital. Means were prepared to take her, or at least oblige her to retire. The day before yesterday, the 3d, about seven in the morning, a flotilla, consisting of a frigate, a sloop, a brig, and cutter, and six gun-boats that sailed the preceding night, arrived within a short distance of the enemy's vessel, which they resolved to carry by boarding. The fog prevented them from ascertaining the strength of the enemy. When it cleared up, they were within pistol-shot; but they found that the sides of the vessel were too high to allow them to board. The action began: the Neapolitans bravely supported it during three hours, from the heights of Pausilippo to those of Ischia. Although they were caught in a calm, which detained them for three quarters of an hour under the enemy's fire, within half-pistol shot, nothing could induce them to give up the attempt, until the enemy bore off and got out of the Bay. On the morning of the 4th, she was seen at a great distance, making for Sicily; in the evening she was out of sight. At the beginning of the engagement, the commander of the squadron had his arm broken by a shot; the second in command was killed, and two other officers wounded. At the end of the affair we had 30 killed, and 90 wounded. The frigate and sloop have received a good deal of damage; but they will soon be in a condition to put to sea again. They returned at four o'clock in the evening, with the gun-boats. The brig, which was very much damaged, sunk after the action. It was impossible for any squadron to behave with greater bravery than the flotilla did in this brilliant affair, which was not attended with all the success that we at first expected, but which has, notwithstanding, produced this advantage, that it has removed, for some time, the enemy, whose presence was productive of so much inconvenience."

GALLANT EXPLOIT, PERFORMED BY THE BOATS OF THE ARMIDE.

THE following particulars, in addition to the brief account which appeared in the *London Gazette* of May 22, are copied from a Plymouth Paper :—

" Early on the morning of the 4th of May, 1810, the boats of the *Armide*, *Cadmus*, *Monkey*, and *Daring*, led on by Mr. Samuel Roberts, first lieutenant of the *Armide*, made a gallant attack on a French convoy, at anchor under la Fosse de l'Oye, (Isle de Rhé) defended by batteries on shore, two armed luggers, and several armed pinnaces.—Although the enemy were well prepared to receive them, our brave fellows boarded and took possession of

seventeen vessels with little resistance; but the wind, which was northerly at the commencement of the attack, having unfortunately veered round to the E.S.E. and blowing fresh into the roadstead, with a flood tide, rendered abortive every attempt to bring them out, notwithstanding the greatest exertions, amidst a heavy fire from the armed vessels, the batteries, and musketry on the beach. At the approach of day-light, the enemy were enabled to direct their fire on our boats with more precision; and the armed vessels, seeing our comparatively small force, advanced to attack it. There being no possibility of bringing off the prizes, it was found necessary to destroy them; accordingly, ten brigs, sloops, and galliots, were set fire to and destroyed, before the boats retreated. We have to regret the loss of a gallant and promising young officer, Lieutenant P. S. Townley, of the *Armide*; he fell (after having boarded and carried an armed lugger) by a pistol-ball from a French officer commanding an armed pinnace. Lieutenant Townley collared him, and desired him to surrender, which he refused, and pulling a pistol from his side, discharged the contents through Lieutenant T.'s neck, which being observed by the corporal of marines belonging to the *Armide's* boat, he instantly bayoneted the Frenchman: a severe struggle ensued with the enemy, in taking the body of Lieutenant Townley into the launch, which was effected, after killing eight Frenchmen."

FRENCH OFFICIAL ACCOUNT OF A RECENT ATTACK ON THE ISLAND OF POMEQUE, IN THE MEDITERRANEAN, BY A DETACHMENT OF BOATS FROM THE ENGLISH SQUADRON.

*Report made to the Minister of War by the General of Brigade, PELLETIER, commanding ad interim the 8th Military Division, in the absence of General DUMUY, dated Marseilles, May 5, 1810.*

MONSIEUR LE DUC,

In the night between the 3d and 4th of this month, the English, allured by the sight of seven or eight richly laden vessels, which were performing quarantine at the island of Pomeque, made an attempt to take possession of them. Two frigates, detached from the enemy's squadron, and which were cruising the nearest to the shore, sent for this purpose, about two hours after midnight, six boats, with about two hundred men, towards the island of Pomeque. Previous to night we did not perceive any hostile movements on the part of the enemy. Two of the boats put their crews on shore on the back of the island. These men marched immediately to the fort, without finding a single sentry. They easily entered it, and surprised the garrison, whom they found asleep. They desired them not to stir, promising the men who composed it to do them no harm, and contenting themselves with destroying all the arms. They took away the serjeant, who commanded in the absence of the officer, who had gone to Marseilles without permission, and he conducted them to the battery, where they spiked the cannon. Among the ships performing quarantine, there was a French privateer, and a Greek armed polacre. Besides these, there was a small ship, which the commissary of marine had sent the day before to look after

the vessels performing quarantine, anchored opposite the house of the quarantine captain, and moored to the shore. Four of the boats attacked her: they surrounded and boarded her: they made themselves masters of the deck, but the vigorous resistance which they experienced on the part of the crew, and the continual fire of the privateer, forced them to relinquish the prize. A party of the men who were on shore, marched along the river to cut the cable of the ship, but a post of seven men from the garrison, who were placed there, prevented them by a well-maintained fire. When they had consumed the little ammunition which they had, they entrenched themselves on an elevated rock, and annoyed them with stones. The enemy desired the ship to surrender, said they were masters of the island, and that the commandant, as well as the garrison, were prisoners; but these brave men, as well as the quarantine captain, did not cease to cry out to them that it was false, to order them to defend themselves, and to fire upon the assailants. Two of the enemy's boats then attacked the Greek vessels, which suffered them to approach till they were alongside of them, and then poured several discharges of grape shot into them. All the men who attempted to board her were cut down with the sabre or poignard. The other boats perceiving what had happened to those which had attacked the Greek vessel, came to disengage them and take them in tow. In the mean time, the Greek and the privateer did not cease to fire grape shot on the boats, which afterwards went off to regain the frigates, which were about a league, or a league and a half, in the offing, and the ships set sail and entered Marseilles. Not one was taken. The engagement between the vessels and the boats lasted more than two hours. We had two men killed and four wounded on board the small vessel, three wounded on board the privateer, and one killed; and three wounded on board the Greek. The loss of the enemy is much more considerable; it is estimated at thirty or forty men, at least.

For several days the commissary of the marine had recommended to the administrators of health to bring into Marseilles the vessels which were performing quarantine at Pomeque, as they had done in former years on the approach of an enemy. Had this advice been followed, this event would probably not have happened. Though the enemy has totally failed in his enterprise, it is very painful to have to announce to you that a post has suffered itself to be surprised. It is to be wished that a commander who thus abandons his troops, and who is thus wanting in exactness and vigilance, especially when the enemy is, as it were, continually present, should be punished in an exemplary manner. I am, &c.

A conformable copy. (Signed) PELLETIER.

The Secretary General of the Minister at War.

(Signed) FRIRION.

Referred to the minister at war to lay before a military commission. The commander of the fort to be treated with all the rigour of the laws.— At the Imperial Palace of Lachen, May 15, 1810.

(Signed) NAPOLEON.

By the Emperor, the minister secretary of state.

(Signed) H. B. DUKE OF BASSANO.



## CURIOUS REMARK.

THE flag officers who commanded the three divisions in the battle off Ushant, on the 27th of July, 1778, entered Charon's boat according to their position in the line-of-battle; viz. Rear-admiral Sir Robert Harland, van; Admiral Keppel, centre; Vice-admiral Sir Hugh Palliser, rear.

## CORRESPONDENCE.

MR. EDITOR,

IN order to place the injustice of the cases which are mentioned in your review of the life of the great Nelson (p. 319, 320) in the strongest point of view, particular instances should be produced, and the losses and inconveniences which have fallen on individuals should be correctly ascertained; this it is not in my power to do, although very many similar circumstances have at different times come within my own knowledge and experience, but when the details cannot be *minute to exactness*, we must content ourselves with the general outline, in the hope that the strong delineation will not need the compleat finish of all its parts to give it a powerful effect.

My first attention is due to Mr. Wyndham's answer to Captain Nelson's application, mentioned in page 320—"Is it so nominated in the bond?" says Shylock. This sort of reply, Mr. Editor, is too common, and most fatally pernicious in many cases besides those of naval officers; and I have heard it often remarked, and I have experienced the truth of the remark to my cost, that while the laws of this country and their administration afford the most perfect security of justice to the subject, yet that the individuals who have any transactions with a member of the executive government, are almost certain to meet with tedious delays, harsh refusals, unfeeling neglect, and sometimes, it is to be feared, bitter injustice. Within the narrow bounds of my own connections, I can trace such a number of respectable individuals whose feelings have been harassed or irritated by one or other of these means, as to form a body of men whom it is by no means the interest of the government to have injured. I allude not to any particular administration, as the same thing has happened under the sway of all who have been in power since my recollection, and I offer the remark, in the patriotic hope that the exposure of injustice may lead to its removal. "Is it so nominated in the bond?" is the too frequent reply to a demand of which the character has been as modest as just.

In the case you have mentioned in your review, I cannot at all say what pains Mr. W. may have taken in his search for precedents, but I know in what a careless way this is sometimes done. When a petition from a naval officer who has been led into great extra expenses, has been laid before a secretary of state or lord of the Treasury, the under-secretary or an upper clerk has been desired to search for a precedent. "Mr. K. look

at this memorial from Captain ———, have you any case in point?" Mr. K. looks at the folio, perhaps in the right place, but just as likely not, for it is a job in which he has neither feeling nor interest; he replies in the negative, and then Mr. Secretary informs the memorialist, that "it is not in the *bond*: he may have certainly incurred great expenses, and rendered eminent services to his country, but as there is nothing in the *bond* about repayment, he must put up with the loss."—Let us suppose an officer ordered on service on shore, instead of like the gallant Nelson, (or let me say like a naval officer) dashing instantly to the service of danger, was to wait to make a bargain, and state to his admiral a whole host of difficulties, or even that "it was not in the *bond*—" I am unprovided with camp equipage; I rank higher than all the officers on this service except the general, am I to be placed in my proper situation next him in command? Where shall I draw for bat and forage money, and the *many rations* for myself and suite? Where shall I procure horses and fodder?" and thus proceed to make 10,000 difficulties, which I know would arise in other descriptions of men if ordered on duty out of their direct line. But, thank God, the precision of a direct line is not in a naval officer's mind, and he is ever ready to follow any clue which will lead him to do his country service. But to return to Mr. W.'s reply. Captain Nelson did not quote precedents, he stated a case, and there are many parts of Nelson's life which would puzzle Mr. W. to find precedents for, though I trust his example will produce many imitations; and with as much wisdom or justice might an officer refuse to do any duty for which a precedent cannot be found, as a minister refuse to pay the expense incurred in performing such service. I beg leave here to suggest to Mr. W. or his successors, that what was wanted of him, and what I humbly conceive it was his duty to have done, was to lay this unprecedented case before his Majesty in council, and let it become a precedent, for there must have been some original for every case in which a precedent can be found. No reward was demanded; "my country owes me a certain sum, and you are the official person through whom I am to apply, here is my account, and pay me that thou owest, is all my request." Innumerable have been the acts of flagrant injustice which this phlegmatic official recurrence to precedent has occasioned, and they have fallen very particularly on naval officers. The laws, customs, and management of the navy, is very much insulated from the other branches of government, and our services are so various in their nature, degree, and situation, that it is utterly impossible to provide for all the cases that may arise, by any degree of foresight; and when any such case occurs, the officer does not stand to inquire whether it is within the absolutely written letter of the laws under which he acts, but enters on it with zeal and energy, without any meanness of calculation, no tare and tret accounts with his country; he serves her with might and main; health, life, and property are at her service. What, then, Mr. W. is such a man, if his life is spared, and his property destroyed, to have no recompence, because no case exactly similar has ever occurred? But I mean not to complain of any individual secretary of state, I complain of, and as a patriot deeply

lament, that chilling systematic neglect with which the just claims and rights of the navy have been long treated, though never perhaps with such deep effect as at the present moment. Except Lord Melville, I cannot name any individual who has been in power in the present days who has been prominent in his endeavours to promote the interests of the navy, and follow up the advantages of the science and experience of the times. Many little ameliorations have doubtless taken place, which chiefly I believe originated under the management of Lord Spencer and Mr. T. Grenville, whose honest, honourable, and gentleman-like administrations my mind dwells upon with great delight. As I have before had occasion to remark, the navy is looked upon as a useful, but coarse sort of national utensil, which may be worked hard and little care taken of it.

In the list of naval patrons I have recurred here only to men in the highest situations; but I trust the whole navy unites with me in gratitude, for the honest, judicious, and persevering manner in which Sir Charles Pole has invariably continued to watch over our interests. Better times will, I trust, gratify him by the sight of a beneficial result to his honourable endeavours.

I have myself, Sir, formerly been in the office of an under secretary of state, *humbly soliciting my just dues*, when the cases of other claimants have also been offered, and I have been surprised at the utter indifference, I may say coldness even to contempt or mockery, with which they have been treated, and it has been heart-rending to consider, that men of rank and honour, but with wholly inadequate means of subsistence according to that rank, should ever be exposed to supplicate an official bashaw, whose confinement to his desk and his folio, has left him in utter ignorance of the world around him. One of these will fancy it quite impossible that a man whose name and achievements he has seen in the Gazettes, can be at all anxious about the paltry sum of three or four hundred pounds, and will give himself no trouble about such a trifle. I wish to be understood, that although dwelling upon the case of a captain only, that I am most fully aware that the inferior ranks merit in all justice more ample pay than they now receive, but the responsibility of the captain throws him into very many dilemmas, which the others are free from. I believe that no situation is less generally understood throughout the nation than that of captains of ships of war. The names of many of them are familiar to all, for acts of heroism and deeds of great national importance, and a few appear now and then who have by fortunate captures made great fortunes. From his prominent situation and those fortunate casualties, a captain of a ship of war is conceived by a large proportion of his fellow subjects as a man of power and wealth, at the head of the ladder of fortune and ambition. But, my fellow countrymen, ye are much deceived—While your bonfires are blazing, and you are reading to your children of his glorious exploits, he is perhaps struggling with a hundred perplexing difficulties, in order to receive his small pittance of pay, which has been retained from some trifling error of a warrant officer, or fully as often by the mistake of some petty clerk of office. At the same moment that he is receiving the thanks of the legislature, honours from his sovereign, gratitude and civic rewards

from his countrymen, he perhaps hears from his agent that his accounts are not passed, because the boatswain has lost a marline-spike; that he has been cast in the Court of Appeals in a trial he had never heard of, and that a prosecution is set on foot against him for the detention of a vessel which his orders obliged him to detain; or, that his agents have become bankrupts, and he is responsible to neutral claimants for large sums which were in their hands, as well as deprived of his own property. By the next post his bliss will be completed, by an order to join an expedition, to receive two or three field officers and a detachment of troops, and thus in the midst of his former perplexities he now loses his accommodations, and is put to unbounded expense by the thoughtless profusion of men used to all the luxury and refinement of fashionable life, and utterly unacquainted with the regular, strict, and necessary economy of a ship of war. This is not an overcharged picture, each feature is common, the combination of several parts frequently occurs, and the whole have been blended. And let me here inform the generous Briton what the annual pay of some of these exalted and envied characters, *Post Captains*, amounts to. The lowest *full* pay, income tax being deducted, is about 270*l*. One half of this sum he may draw for in quarterly instalments, while the remainder is withheld as arrears, till not only his own accounts, but those of the warrant officers, have been passed. Yet we have been lately told that a petition for an increase of pay is *inadmissible*. I hold it as an incontrovertible position, that the *chance* of prize-money, or the private fortunes of the lucky few, are not to be taken into consideration. A captain of a ship of war is put into a situation of great charge, and he should have an adequate compensation; he should be enabled to maintain his rank with respectability and comfort. The pay I have mentioned is nearly about that of a captain commanding a small frigate, and it increases gradually, till the captains of two or three of our largest ships receive about 720*l*. per annum; but it ought not to be forgot the many years of service, the increase of rank and responsibility, before a man arrives at a claim to the command which gives a sum appearing so much nearer the means of subsistence; and the reader should bear in mind that there are very many commanders of sloops of war whose pay is still smaller than the lowest post captain, while their necessary expense is nearly the same. All over the nation it is by this time pretty well seen how an army mess lives, while the difference of expense to a naval captain, and the officer of equal rank ashore, is not at all known. The captain has to furnish a cabin, to provide himself with plate, linen, wine, stores, &c. sufficient for a constant table for several persons. He must provide telescopes, sextant, charts, timepiece, and all requisites for navigation. He has an expensive dress to keep up, and the proper pride of rank as well as his duty, leads him, whether at home or abroad, into the highest circles of society. He is subject to constant calls upon his hospitality, and many expensive casualties besides those mentioned in the late petition.\* In case of shipwreck or capture, not one farthing is allowed for the entire loss of property, and in

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\* *Vide* NAVAL CHRONICLE, Vol. XXI. page 307.



this species of hardship I believe the naval officer stands singular. I am not well informed about army regulations, but I understand that adequate allowance is made to all officers for loss of baggage, while from the nature of their service their losses must be trifling compared to those of naval officers, particularly captains, who must always be provided with large stocks of linen, &c. and the latter must necessarily have always property to a considerable value, considering his means.—Is this adequate, is it just?

But I am persuaded that my readers will be somewhat surprised at the smallness of the pay of the naval officer, judging by the pressure of the times, which all experience, and suspect what is I fear but too true, that such as have not other means must assuredly become involved. But it is not the income tax alone that drains the pittance. The agent receives two and a half per cent. the Navy Board has large fees for passing accounts, and other fees are demanded at the Admiralty, on the receipt of every commission. Let me add, that on most of our stations abroad, to which a naval officer is momentarily liable to be sent, the necessaries of life are much more than double even our present high prices, while they are half inferior in quality; his professional duties and anxieties are increased, noxious climates added to the usual risks, and his means of subsistence still more inadequate than at home.

Under all these circumstances may we not suppose the stimulus to the capture of enemies vessels as strong as possible, and that necessity would lead to all possible risks in order to obviate the dread or sensation of poverty? But by Lord Cochrane's speech, page 336, it would appear that the fear of subsequent injustice from the courts of naval law is so great as to overcome motives apparently so powerful. I fully agree with the noble Lord in the existence of the injustice, but I will never admit that any other impulse is required than that noble sentiment of true honour and genuine patriotism which animates the hearts of our naval heroes, to lead them wherever their country can be benefited, and the enemy distressed.

I regret, Mr. Editor, that I have not been able to offer you something in detail to corroborate the necessity of some attention to the hardships under which the officers of the navy most certainly labour, and I have therefore submitted this general outline of their situation to your notice and that of your readers, should you deem it worthy their perusal. This evil rankles sorely amidst the mass of political wounds with which the kingdom is bleeding. May our good genius soon change the irritable spirits and irritating measures of our present rulers into the wise track of conciliation and of justice! Great would be the change, infinite the advantage, and unbounded would be the gratitude of all loyal subjects, as well as of

Your obedient servant,

A. F. Y.

MR. EDITOR,

THE protection of our trade, the preservation of the lives of our seamen, and the comfortable support of those who have spent their earlier years in the service of their country, are objects so dear to the feelings of

every Englishman, that I am certain you will participate with me in the wish of giving publicity to the following truly philanthropic and important proposal.

A writer in the *Monthly Magazine* has suggested two plans; both of which are, apparently, pregnant with advantage. The first is, "to build cheerful cottages, at requisite distances, by the sides of our public roads, as residences for the labourer, whose employment it should be to repair the road, for a space equidistant in both directions from his cottage." The second, which falls immediately within the plan of your publication, and which, perhaps, may be improved upon by some of your Correspondents, is as follows; and, if you will give it an early insertion, you will much oblige,

#### A FRIEND AND CONSTANT READER.

"I propose to surround the shores of the United Kingdom with marine cottages, at intervals of a mile, to serve as beacons on certain occasions, and the especial business of whose inhabitants it should be to superintend the incidents passing on the ocean, and to afford relief, advice, and shelter to shipwrecked or distressed mariners.

"Persons who have been at sea, must have been sensible of the inhospitable aspect of our shores; and could never suspect, if they had made the English coast for the first time, that such a country contained a numerous and active population. Our whole coasts exhibit a dreary continuation of rock or cliff, without asylum or friendly invitation, and unprovided with watch or guard for its own protection, or the support and security of the strangers or mariners who approach it. Thus unprovided with any means of hospitality, who could suspect that such was the coast of the most maritime people in the world; or that thousands of lives, and millions of property, were every year sacrificed by wrecks, which might, in a considerable degree, be prevented or averted by means like those proposed?

"This plan presents also the advantage of providing, in a characteristic and congenial manner, for five or six thousand maimed or superannuated seamen and marines, two of whom, with or without families, might occupy each cottage, keeping a constant look out, in all weathers, in which assistance might be wanted. Each cottage should be provided with a lantern in its roof, in which a good light should by night be constantly displayed, and with ropes, a signal gun, and other means of affording and producing assistance in case of wreck.

"Benevolence will ask for no reasons beyond those which cannot fail to present themselves on the slightest consideration, for the adoption of a plan so obviously useful; however, as it can only be carried into execution through the influence of a patriotic minister, or by parliamentary sanction, it may not be improper to subjoin some of the reasons which strongly recommend it.

"1. Such a continuity of lights, indicating the direction of every line of coast, could not fail to be the means of preventing numerous wrecks, and

saving many valuable lives, and an amount of property, equal perhaps in a single year to the expense of building all the cottages.

" 2. In cases of unavoidable wreck, the instantaneous assistance afforded by the inhabitants of all the adjacent cottages, could not fail to be the means of saving many of the crew, and much of the property.

" 3. A stop would thus be put to the system of plundering wrecks, a practice which prevails in many parts of our coast, and which sinks us in character, as a people, below the most barbarous nations.

" 4. These marine cottages would serve as signal houses for many public services, and they might especially be made a means of preventing illicit trade.

" 5. They would cheaply and usefully provide for five or six thousand seamen or marines, as out-pensioners of Greenwich, or as a separate establishment; and at the close of the war, some means of providing for this extra number will be wanted.

" 6. The families of the married cottagers would be universally a nursery of seamen; and indeed it might not be impracticable to register the entire male part of them as future resources for the navy, in which they might be marked as objects for promotion in the inferior ranks of the service.

" Some objections may probably be started to particular features of both these plans: I entertain, however, no doubt, that these might be removed, on a full investigation; and they must be of trifling consequence, when placed in competition with the vast benefits that would result, in a public and private view, from such establishments. I am indeed sanguine enough to think, that they would in many important respects give a new feature to the moral character of the country; and that, at least, instead of solitary roads and desolate coasts, we should have the gratification of seeing twenty thousand cottages, and the consequent happiness and comfort attending perhaps a hundred thousand souls, now the most miserable and destitute members of the community."



MR. EDITOR,

June 9, 1810.

**I**T gave me very sincere pleasure to see a practical application of the sentiments expressed in my second letter to you, (Vol. XIX. page 465, *et seq.*) in the address of Admiral Berkeley to his constituents. I look upon it as a very important document, and as such, without further comment, I request you to insert those parts of it which are connected with the subject of my letter above mentioned. I extract them from the *Globe*, of May 9. In my opinion they do the writer very great honour.

" The sense of duty I owe to my country and the public at this critical juncture of affairs on the Continent, and feeling at the same time, the impossibility of attending to my duty in parliament, owing to my professional avocations, and being incapable, from the nature of the service, to fix a period for my return . . . . .

"The moment, however, is arrived, when I feel I should ill repay your kindness to me if I were longer to continue in that situation it has been my pride to fill. The critical state of this kingdom requires that every man should be at his post, and the important deliberations of the senate should be as closely attended to as the more rugged but not less necessary duties of the war. Under these impressions, I feel my resignation becomes a duty I owe to my native country."

This address is dated from Lisbon, Barfleur, April 2d, 1810. Though to your present readers it may be unnecessary, it may be right to state that the resignation made by Admiral B. was that of one of the members in Parliament for the county of Gloucester.

In your very short account of Lord C.'s speech of May 9, (see page 336, Vol. 23d) is an expression, which if I comprehend, I most entirely disapprove the sentiment conveyed by it. "If justice was done to the navy, and things put upon a proper footing, one frigate and two or three cutters would more effectually protect our trade, and annoy that of the enemy, than the whole of the Channel fleet. He himself saw 75 of the enemy's merchant vessels sailing along their coast in perfect safety, within sight of Lord Gambier's fleet." What, Sir, are we to believe that these 75 vessels might have been taken, and would have been taken by Lord G.'s fleet, if "justice was done to the navy?" and that one frigate, &c. &c.—I am well aware that I am not to presume to extract the speaker's meaning from the compressed accounts necessarily given in a monthly work, or even from the more detailed reports of a daily paper; but from what I have seen of Lord C.'s speeches on the subject in all the sources of information within my reach, he seems to owe us a solution of the enigma; for under the existing laws I have read of so many daring and successful attacks by his lordship and others, both on ships of war and merchant vessels on the enemy's coasts, that the sense of injustice certainly has not hitherto acted as a check upon duty. Besides, although the expenses attending the condemnation of small privateers and coasters are enormous, even to absurdity, unjust, even to rank extortion, and unwise, even to imbecility; yet if the prizes are "*enemy's merchant vessels*" the condemnation is sure, and there is none of that heavy peril and risk which attend the detention of neutrals.

In referring to Bell's Weekly Messenger, I find his lordship is made to say in the same debate, what appears to me to be most strikingly true:—"If the navy was done justice\* to, the saving to the country would be immense, as we had now 150 ships of the line in commission, while all the armed vessels of every description of the enemy did not amount to more than 100. It was unnecessary to keep one half of the ships in commission that we had, neither did the country want half the number of seamen.

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\* By justice, more I conclude is meant than the removal of the evils of the Admiralty Court. *To do justice to the Navy, the man who is placed at the head of its management should be well versed in its interests and concerns.*



The coasting trade of the enemy was immense, which could be annihilated by frigates and cutters, which would render much more benefit to the country than the Channel fleet." Yet now we have 15,000 additional seamen voted.\* This seems strange. Removed from the busy haunts of men, I sometimes think my glasses fail me when I see such strange contradictions between causes and effects. I hear the proud vaunt of the annihilation of the enemy's fleets, and then I hear that this almost poverty-struck people are to maintain 15,000 more seamen. What is this augmentation for? Is the genius of our new first lord such as to find new modes of distressing the enemy by means of our ships; or is it the opinion of his patron, that the army is wanted to guard the speaker, his garden, and the H. of C. and therefore that double energy must be used afloat to keep Buonaparte from paying us a visit? I confess myself unable to discover a good reason for this additional number of seamen, for as far as I can judge of the present distribution of our naval force, and the magnitude of many of the ships in commission, I think that with the same number of men the efficient power might be very effectually augmented. What has the enemy afloat that requires the *Caledonia*, *Hibernia*, and *San Joseph* to be in commission? If these ships were relieved by smaller three-decked ships, and many of our 80-gun ships by 74's, the enemy's coasts might be more closely blockaded, and our general means of annoyance extended. But perhaps some of my brother sailors who have read Mr. Perceval's opening of the budget, and the exultation evinced by that gentleman at the increase of our revenue, will wonder that I make use of the term "poverty-struck." Mr. P. and I are at the two extremes of the line of taxation: he sees the reservoir, I see the little streams that feed it; he knows the streams are increasing, by observing the increase of their aggregate collection; I observe the heavy pressure which forces that increase, and observe with sorrow and regret that pressure laid on with double violence upon the smaller springs, while the larger sources need only a little clearing away of the rubbish upon their banks to cause a vast additional supply without any pressure. If Mr. P. could know, if he could possibly *feel* what it is to lose the tenth part of an officer's half-pay, I will venture to say that he would never again talk of the increase of the revenue with pride and pleasure, unless his heart is dead to every impulse of humanity, which I am assured it is not. Let me offer once more a hint to my brother sailors in Parliament, on the subject of franks. At the present moment, when postage is so much increased, that mean privilege is wholly different in its nature from the days of its adoption, and postage now acts as a grievous, because a partial tax, on the middle and lower orders of society, and those who can best afford to pay the tax, are the most exempt from it. A member of Parliament, we may be told, should be exempt from payment for those letters which he receives in consequence of his situation: be it so; but then let the exemption be confined to letters of that description only. But

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\* *Quere*—Where are they to come from? *How* are they to be procured?

again, how many letters in a year does a captain of a ship of war pay for in consequence of his command, and letters charged with distant and foreign postage; yet, when in consequence of this and other expenses, a respectful petition for an increase of pay was offered, the prayer was declared *inadmissible*, and a most respectable admiral insulted and driven from his command. I repeat my observation, that a motion for a repeal, or rather a new modification with respect to the privilege of franking letters, would come with a peculiar grace from the frank and liberal character of a naval officer.

But I will not conclude my letter, Mr. Editor, without expressing my satisfaction at the late appointments to command. The reinstatement to employ of that worthy and respectable, and as I have always thought hardly-used officer, Sir Robert Calder, gives I believe universal satisfaction; and what Briton is there who does not wish constantly to see the flag of the gallant Pellew at the mast-head. That these auspicious appointments may be the prelude to a careful attention to the naval concerns of this nation, is the earnest wish and prayer of your constant reader

E. G. F.

MR. EDITOR,

THE system of cutting out vessels from the coast of our enemies, is a dangerous and not very profitable display of the courage and enterprise of English seamen, whose lives are far more valuable, individually, than many of the prizes thus obtained. Whatever may have been the practice of the Continental maritime powers in this way in past ages, we are well convinced that attacking armed vessels under the protection of batteries and troops, is peculiar at present to our brave tars, who follow the old example of their forefathers, exemplified in the following statement published in the London Gazette.

Your's, &c.

ROBUR.

“ Whitehall, July 25th, 1685.

“ His Majesty has received an account by letters written the fifteenth of the last month off of Marmora, on the coast of Sallee, that Captain Leighton, in his Majesty's ship the Larke; Captain Mac Donnel, in the Greyhound; with the Bonadventure, commanded by Mr. Fairban, her lieutenant, Captain Priestman being sick ashore, arriving on the 12th past before Marmora; Captain Leighton stood close in with the bar, and saw two ships at anchor within the harbour, which he knew to be Blackome, admiral of Sallee, and another ship of war that had not been long there; upon which, and the information he received the next day from four Christians, and particularly from Thomas Phelps, who escaped from shore, he resolved to attempt the burning of them, and communicated the same to Captain Mac Donnel and Mr. Fairban, who having approved thereof, they agreed to send in all their boats, under the command of Mr. Mac Donnel, in the Greyhound's boat, the Larke's boat being commanded by Captain Leighton's brother.

"The Bonaventure's pinnace, by Mr. Harris, accompanied with Mr. Littleton, and the yawl, by Mr. Brisbane, both with men extraordinary, all manned with chosen men, well armed and fitted with sufficient quantity of fire-works. At eight o'clock at night they went from the ship in good order, and fell in with the bar about ten: they found each side of the Channel well guarded, and the ships too, which was more than was expected, but not sufficient to deter them; for they boldly moved in and boarded the ships, which they found manned with about twenty or thirty men a piece, and armed with great guns and pederrees. After a fierce dispute on both sides, with volleys of small and great shot from the main and castles, which were not above halbidist shot off, by continual firing sword and throwing in hand-grenades, they cleared the ship's decks and entered them, setting them on fire in several places, killed several Moors, destroyed what other vessels and boats were then there, and carried on four Christians.

"Hachone's ship was manned with thirty-six pieces of cannon, and about twenty-five pederrees; the other was Hanch his ship, of twenty-six or twenty-eight guns, and as many pederrees, both to be fitted out in fifteen or twenty days, and therefore had on board all their ammunition and habiliments of war, with all their sails, together with the greatest part of the furniture and rigging for their new ships, building at Malice. These, with several others, were consumed with fire in less than two hours, and our men and boats safely aboard again. The loss on our side was inconsiderable in respect to the service, having but one man mortally wounded, and five or six others slightly hurt: they all behaved themselves with the greatest courage and obedience to their orders, especially in despising all manner of plunder, as they had been cautioned by Captain Leighton and Captain Mac Donnell."

MR. EDITOR,

UNTIL you allotted a part of your valuable CHRONICLE to collect the various Narratives that have appeared from those who had suffered shipwreck, we had, I believe, no collection of that sort in our country. Mr. Clarke has indeed since published two Volumes of his NARRATIVES, or History of Shipwrecks, and something of the same kind is, I understand, going to be published by Constable, at Edinburgh, to be called a Cyclopædia of Shipwrecks. In the mean time I wish to recommend to the notice of your readers, a narrative of this class, not generally known, which was published some years since, without date, by Mr. C. Dibdin, the well known author of so many excellent naval ballads. It was written doubtless by himself; and though it bears the marks of being fictitious, it probably was founded on facts. This interesting account is inserted by Mr. Dibdin, in a novel called "*Hannah Hawk, or the Female Crusoe, being the History of a Woman of uncommon mental and personal accomplishments; who gives a variety of extraordinary and interesting adventures in almost every station of life, from splendid prosperity to abject adversity, was cast on board the Grosvenor East Indiaman: and became for three years the sole inhabitant of an Island in the South Seas.*"—Three Volumes, 1800.

REAL. CHRON. CL. XXIII.

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The shipwreck of *Hannah Hewit*, (who had married a person of that name, mate of a merchant ship commanded by her brother, Captain Higgins, whose character as a British seaman is admirably drawn) begins with the fourth book. (Vol. II. page 129.) Hannah had embarked in the *Grosvenor*, bound from England to the East Indies, on the 13th of June, 1782, in order to seek her husband, who misled by the falsehood and malice of her enemies, had in a fit of jealousy, taken the desperate resolution of leaving a wife, in whom his happiness had been long deservedly centered, and going to India.—On the 13th of August the *Grosvenor* was shipwrecked on the coast of Africa, between latitudes 27 and 32 degrees.

“The moment the ship struck, a universal panic pervaded the whole company, as if conveyed by an electrical shock. That fatal blow was the knell of many. In the confusion, as it is usual I suppose upon such occasions, every precaution was taken improperly. The carpenters attempted to sound the pumps, when it was found impossible to find water; which had run entirely forward, owing to the stern’s lying high upon the rocks. Signals of distress were next ordered to be fired; but had common sense been consulted, they would have known that, owing to the water, they could not get at the powder-room. In this dilemma, what should have been done first was done last, but not till the experiment was ineffectual. I mean cutting away the masts; which expedient, had it been adopted before the vessel had struck so hard and so often by the stern as to wedge herself, as it were among the rocks, the wind now coming to blow off the land, she would certainly have righted, though perhaps with considerable damage. Every precaution, finding all other hope at an end, was now taken to convey the crew and the passengers ashore. A raft was formed and launched, but it proved as ineffectual an attempt as the rest; for the hawser to which it was fastened broke, and five men were drowned. Four expert sailors now attempted to swim ashore, conducting with them the deep sea-line, with a view to convey a larger line, and then a larger still, in order that the people might be borne upon it, so as to reach the shore in safety. Another expedient was to hoist out the yawl and the jolly boat; but this answered no better purpose than any of the former: for the surf curling in between the pointed fragments of the rocks, instantly dashed them to pieces. The wind chopping directly about, and blowing right on the shore, the bows, which were loose from the rock, being heavy and choaked with water, strained considerably; and the vessel, having nearly broken her back, she fairly snapt in two immediately before the main-mast. The after part, having less to struggle with, and being of course considerably lighter, in consequence of being disincumbered of the bows, began by the force of the wind, and the undulating motion of the surge which made to the land, to be lifted forwards. Striking, however, frequently as this part of the wreck edged in, a severe shock tore the deck fairly asunder; by which means, as on a raft, that part nearest the shore floated into shoal water, and every creature except, I believe, about four, were saved.”

After being plundered and beaten by the inhospitable inhabitants, the



defected sufferers remained a long time undetermined: and after a variety of consultations resolved to traverse the country, in hopes, at length, to fall in with some of the Dutch settlements. They passed at first from village to village with little difficulty, but as they advanced their troubles increased. The natives continued to plunder them, and as they approached the woods they not only were terrified with the roarings, but beheld the wild beasts. At length their misfortunes mastered their patience, and instead of enduring with resignation what could not be avoided, they inveighed against each other for the fruitless advice which every one had given. These discontents were augmented by the information they received from a man, supposed to be a Malagan, who called himself *Trout*, who is thus described: "He was represented as a man who had been guilty of several murders in his own country, and had therefore taken shelter amongst the Caffrees, where he was settled, and had a wife and a child. This alone, continues Hannah, was quite enough to deter me from paying him much attention; but his sallow face, his lank black hair, and his wild looks, in which there was an uncommon ferocity, perfectly disgusted me; though I could not help thinking I had somewhere seen a resemblance of him; and notwithstanding he spoke Dutch, which language I did not understand, I imagined I had at some time or other heard his voice. This man having widened the unhappy breach among us, in a few days it was resolved that the captain's party should take one route and the rest another."

Our female Crusoe being thus separated from a part of her companions in affliction, was on the 2d of October, within three, of morning, carried off by two Caffrees, who rushed on her little party, and folding her up in a sort of wrapper, darted across the sand. After a considerable time they stopped, and delivered her up to the murderer already mentioned; who proves to be a villain of the name of Sourby, formerly known to her as a lawyer in England, who had persecuted both her and her husband, with the greatest malignity. He now professes, that he had entirely changed his life, that he never loved any woman but her, and that if she would escape with him to Madagascar, no violence should be offered, and he would there marry her. The morning now dawned; and as the day in those countries comes on very fast, I discerned by the sea shore, a man waiting with a kind of shallop. I considered in a moment, that I should be safer in the company of two men, even though they should be villains, than with one. I knew it must be deep dissimulation that could impose upon Sourby, yet I was determined to dissemble. . . . . In a very short time we got to the shallop, which I found guarded by the very carpenter's mate whom we had given over, as one devoured by wild beasts. As this young man had demeaned himself with great propriety and decorum, I took heart at the sight of him; but what was my surprise when he caught an opportunity of whispering to me, when Sourby was fetching some things at a distance, "You are in the hands of a villain; seem to trust him by all means. If he behaves ill, I know how to defend you." Placing an implicit trust in Providence, I suffered myself to be conducted on board. The weather was uncommonly serene and beautiful; and sailing under favour of an awning

that protected us from the scorching rays of the sun, we went before the wind under a kind of square sail at so expeditious a rate, that in about four hours we lost sight of the African coast. . . . For six days, during which time we kept the sea, the weather being still, mild, and favourable, I cannot say I had any thing to complain of. . . . Getting equally distrustful, we grew grave, reserved, and cautious. As for myself, combating in nothing but my firm and unshakable resolution, I was prepared for any act, however desperate, to free me from impending danger; and, for the men, a thousand half hints and significant gestures convinced me, that they were bent on each other's destruction. On the seventh day this moodiness rather increased than diminished. While we were venturing every possible conjecture as to our situation, and disputing about it pretty warmly all round, we plainly saw land; and the wind setting fair for the shore, we made towards it pretty fast. This discovery was for ten minutes a subject of general exultation: presently we had all our different meditations on it. At last it threw such a gloom over us, as each bosom throbbed with its own conflict, that it must have been pitiable to have seen us.

"I have thought an hundred times what a dreadful degradation of humanity this scene presented. That three beings who dared to tempt the dangerous ocean with so insignificant a protection, who had found in Providence a generous safeguard and an unerring pilot; instead of exulting at this unexampled salvation, instead of vowing to devote themselves to the protection of each other, should indulge in nothing but criminal and unfeeling selfishness. . . . I had not long, however, to think upon this before we saw a monstrous shark making towards us; at which moment, whether it was his previous intention, or whether his conduct arose from an instantaneous impulse on seeing the shark, I know not; but Sourby seized a kind of pole arm, and aimed it at the head of the carpenter's mate. I screamed and caught at his arm, but not so effectually as wholly to prevent the blow, which however fell obliquely on the poor man's stomach instead of his head: when mark the finger of Providence! My intervention diverting the arm of Sourby from the direction he intended it should take, and by that means throwing his body out of its equipoise, unable to recover his feet, he staggered from the thwart on which he had stood, and fell into the sea. My cries were now reiterated, I entreated him might be saved whatever might be the consequence. He implored in Christ's name we would assist him, declaring himself to have been the worst of villains, but that he would amend his life. The poor carpenter's mate, though almost lifeless, seconded my endeavours, but in vain; for before we could get him into the boat, he uttered, incoherently, *Dam! Hell!* Then gave a frightful scream, and was right mowed by the monster. . . .

"Penetrated with horror as I was at this shocking circumstance, I nevertheless kept sight of our perilous situation; and fearing lest the sanguinary monster would return to devour us, I ordered M<sup>r</sup> Tamed (the carpenter's mate) to hasten with all expedition to the shore. Poor fellow, he was unable to assist me: he had received his death blow. He attempted to rise, but panted like a bird and fell backwards: seeing therefore I had nothing else for it, I exerted all my resolution. I spread the sprit across

the sail, put the head of the shallop right for the shore, and the wind and tide setting in, I dare say it was not more than half an hour when we were scarcely about upon an even sand, as fair and as firm as the beach at the foot of Portland Island. I cheered my companion in the best manner I could, hoisting him with great difficulty up a gradual eminence, where he might sit down in shelter from the flowing tide, and rest himself more at his ease than in the boat. I then fetched him every refreshment I could find; and fearing lest night should surprise me, I moored the shallop in the best manner my strength would permit, and returned to the assistance of M'Daniel, who I yet hoped, with care and attention would recover. I was deceived: he grew fainter and fainter, and so far from being able to eat, he could scarcely speak.... I omitted nothing that could cherish and comfort him; I tenderly intreated him to take heart. He scarcely now heard me: life was forsaking him, his respiration was thick, broken, and convulsed. At length he fell into a violent fit of coughing, and the blood pouring in a torrent from his mouth, he dropt lifeless at my feet.

"The humanity of the reader will form that picture of my calamitous situation that I am unable to describe. Seated on the bank, scarcely elevated enough to preserve me from the influx of the roaring waves that beat against an inaccessible rock, of which my place of shelter formed the base; my dead friend by my side, the shades of night surrounding me, uncertain where fortune had thrown me, I was so sunk with melancholy, and terrified with horror, that my harassed faculties could scarcely teach me to think; and sitting with my mind thus torpid and suspended, reflection my torment, and my relief my tears; day, that welcome harbinger of happiness to others, seemed to smile benignly upon creation, only to point out the most deplorable object in it..... Searching now in my mind for resources, I became more and more determined. I first looked for the boat, but, alas, my feeble strength had not secured it so as to bear the buffeting of the flowing and ebbing tide. No trace of it remained, and I dare say that for many hours it had floated to sea. I instantly reflected that it was a mercy I had not been carried off by the tide in the same manner; which must have been the case had not the moon been in the wane; for by observing the objects about, I could easily perceive that the spring tides flowed considerably higher than the top of the bank on which I stood: it was therefore impossible I could maintain my position for more than a day or two at most. I determined to take my measures without delay; and having vowed to Him who gave me my being, that I would not resign it till it should be his pleasure, nor repine any farther than the weakness of human nature compelled me, I began my pious task with consigning, I would I could say to a peaceful grave, the sad remains of my poor companion.

"My next care was to see for a safer place of shelter; for which purpose I kept along the shore at the foot of the rock; where having rambled, I suppose, about three miles, I discovered an inlet whose banks seemed to penetrate into the country; and as the water at the time I discovered it, ran from it towards the sea, I had no doubt but that, at its source, it must be fresh. This discovery gave me a pleasure which I cannot express. I had hardly,

properly speaking, tasted good water since we left Trincomalee. I was, therefore, very anxious to follow up this discovery, but the attempt was attended with difficulty. The banks, if I may so call them, of this rivulet, were composed of ragged points of rock jetting out, sometimes so bold that they could not be attempted without manifest hazard. Seeing this, I changed my course and took a circuitous route, in a more practicable direction, where the rivulet seemed to wind. By this means, after some fatigue, I got upon an elevation from whence I could see great part of the country around me, which I found partly rocky, partly verdant, and every where abounding with wildness and luxuriance. Roaming about in this uncertain state, if I had hitherto been prevented from tracing the river to its bed, I was made ample amends by another object which I may fairly call manna in the wilderness. It was the plantain tree, which spread its nutrimental golden clusters within my reach; so that, in this short interval, I had a prospect of water and a certainty of bread. Oh, Heaven, what were my sensations. I now pursued the track of the river with more ardour than ever; and penetrating through a thick cluster of cedars, round which it seemed to wind, still taking care to mark my way, I came to a sloping lawn down which it gently rolled; its source apparently being the top of a very high mountain skirted with palms, cedars, cocoa trees, and other lofty productions of the east.

"These researches having so beguiled the time, that I plainly saw it would be in vain before the tide set in to attempt a retreat, I concluded to ramble about and sleep for that night at the foot of a tree: in the mean time having eaten some fruit of the plantain and drank some most delicious water, I strolled to that part of the rock which was next the sea. When coming unexpectedly to the prominence which immediately overlooked the bank on which I had so dismally passed the night before, good Heaven! what did I behold!—A huge sea-lion had raked the body of the carpenter's mate out of the sand, and was at that moment feasting upon it. I gazed with horror and surprise, and again felt that sweet sensation of gratitude that has so often repaid me by one moment's exquisite pleasure for days and months of pain. Could I distrust that a particular Providence watched over me: else why did I leave the place where I was sure to meet inevitable destruction?.... Was this chance? No. It was the especial care of that Power who, I knew, would never forsake me, so long as I put my trust in Him.

"Full of these thankful sensations I hastened to the river, and filled with my chrystal beverage a small keg which I had the precaution to sling at my back. I then re-ascended the rock; and having found a beautiful retreat, interwoven with moss and thick tendrils, I made another salutary meal, and when night approached confidently resigned myself to the arms of sleep."

(To be continued.)

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## NAVAL STATE PAPERS.

## TREATY BETWEEN FRANCE AND HOLLAND.

**THIS** Majesty the Emperor of the French, King of Italy, Protector of the Confederation of the Rhine, &c. and his Majesty the King of Holland, wishing to put an end to the differences which have arisen between them, and to reconcile the independence of Holland with the circumstances in which the English Orders in Council of 1807 have placed all the maritime powers, they have agreed to come to a mutual understanding thereon, and for that purpose have nominated their plenipotentiaries, &c.

The Emperor of the French, &c. Jean Baptiste Nompere, Count of Champagne, Duke of Cadore, &c. his minister for Foreign Affairs; and the King of Holland, M. Karrel Hendrick Verhuell, Admiral of Holland, &c. Ambassador to his Majesty the Emperor and King; who, after exchanging their full powers, have agreed to the following Articles:—

**ARTICLE I.** Until the English government shall have solemnly revoked the restrictions contained in their Orders in Council of 1807, all kinds of trade between the ports of Holland and the ports of England are prohibited. If there should be occasion for granting licenses, those only shall be valid which are issued in the name of the Emperor.

**II.** A corps of troops of 18,000 men, (including 3,000 cavalry) and consisting of 6,000 French and 12,000 Dutchmen, shall be distributed at all the mouths of rivers, along with officers of the French customs, in order to take care that the stipulation in the above article be fulfilled.

**III.** These troops shall be maintained, provisioned, and clothed by the Dutch government.

**IV.** All vessels violating the first Article, which may be captured by French ships of war, or privateers, on the Dutch coast, shall be declared good prizes, and if any doubt shall arise, the case shall be determined by his Majesty the Emperor.

**V.** The regulations contained in the above Articles shall be repealed, as soon as England shall have solemnly recalled her Orders in Council of 1807; and from that moment the French troops shall evacuate Holland, and leave that country to the full enjoyment of its independence.

**VI.** Whereas it has been a constitutional principle in France, that the course of the Rhine shall form the frontier of its empire, and whereas the arsenals of Antwerp are, in consequence of the present position of the frontier of the two countries, uncovered and exposed: his Majesty the King of Holland hereby cedes, in behalf of his Majesty the Emperor of the French, &c. &c. Dutch Brabant, the whole of Zealand, including the island of Schowen, that part of Guelderland which is situated on the left bank of the Waall, so that the frontier between France and Holland shall henceforth be the course of the Waall from Shenkenscans, leaving on the left bank Ny-

megen, Bommel, and Woudrichem; then the principal branch of the Merueede, which falls into the Biesbach, through which, as likewise through the Holland-sch Diep, and the Wolke Itak, the frontier shall proceed, in order to fall into the sea by the extremity of Gravelingen, leaving the island of Schowen on the left side.

VII. Each of the ceded provinces shall be relieved from all debts, which have not been contracted for their own particular interests.

VIII. His Majesty the King of Holland shall, in order to co-operate with the force of the French empire, have a squadron of nine ships of the line and six frigates, armed, provisioned for six months, and ready for sea on the 1st of July next; and shall also have prepared a flotilla of 100 gun-boats, or other armed vessels. This force must be maintained during the whole period of the war, and kept constantly in a state of readiness.

IX. The revenue of the ceded provinces shall belong to Holland up to the date of the exchange of the ratifications of this treaty. Until that period, the King of Holland shall provide for all expenses of the administration of these provinces.

X. All the merchandise brought by American ships into Dutch ports, which have entered since the 1st of January, 1809, shall be placed under sequestration, and given up to France, in order to be disposed of according to circumstances, and the political relations of France to the United States.

XI. All goods of English manufacture are prohibited in Holland.

XII. Measures of police shall be adapted to keep a vigilant eye on, and to secure all the underwriters of the prohibited trade, also smugglers, and their encouragers, &c. In a word, the Dutch government binds itself to extirpate the contraband trade.

XIII. No magazine of goods prohibited in France, and which might afford opportunities for smuggling, shall be established in any district within four leagues of the line of the French Custom-house. In the case of the violation of this Article, such magazines may be seized, although within the Dutch territory.

XIV. During these regulations, and so long as they shall continue in force, his Majesty the Emperor shall remove the decree of the prohibition, by which the frontier barriers between Holland and France were closed.

XV. Confiding in the manner in which the obligation arising out of the present treaty will be fulfilled, his Majesty the Emperor and King guarantees the integrity of the Dutch territories, such as they remain in virtue of that treaty.

XVI. The present treaty shall be ratified, and the ratifications shall be exchanged at Paris within the period of fifteen days, or sooner if possible.

Done at Paris on the 16th of March.

(Signed) CHAMPAGNE, Duke of Cadore.  
VERHUELL, Admiral.

[This Treaty is followed by a proclamation of King Louis, addressed to the inhabitants of the ceded countries, in which he announces their transfer to France, and relieves them from their oath of allegiance to him.]







## PLATE CCCXIII.

**A**T page 476 of our XXIst Volume, will be found a map of Cadiz harbour, accompanied by an historical account of the city, which is the capital of Andalusia; and, at page 45 of the present Volume, is a view of Cadiz, from the southward, by Mr. Pocock. The annexed plan will, at this period, it is presumed, be additionally acceptable.

It is deserving of remark, that the city of Cadiz had never, until the present time, been attacked by a power that had not a superior naval force. The Island of Leon, on the north-west extremity of which it stands, forms, with the opposite shore, a bay about six miles in breadth. Near the middle of the bay, as may be seen by referring to the map above alluded to, are two points of land; one on the Continent, the other on the island, 500 fathoms asunder. On these points of land stand the forts, Pantal and Matagorda, which command the passage. The latter, as we have stated at page 420, surrendered to the French, on the 21st of last April.

The French having forced the passes of the Sierra Morena, and descended into the plains of Andalusia, there was nothing to oppose their progress, unless the Spaniards had been able to meet them in the field. Most of the towns between Cadiz and the frontiers being open, the invading enemy had only to march from the passes to Cordova, Seville, Xeres, and last of all to Port St. Mary's, which forms one angle of the Bay. In a direct line across, sailors call it eight or nine English miles; but as the French must make the circle of the bay, they will have to march about 27 English miles before they are opposed by the Isle of Leon, strongly fortified, and garrisoned with 10,000 men, seven miles distant from Cadiz. This island is united to the neck of land towards Cadiz; the isthmus is from a quarter to half a mile broad, and is flanked by the sea on one side, and by the bay on the other, enfiladed by gun-boats and men of war, and protected by *chevaux de frise*. Supposing the French in possession of the Isle of Leon, they must continue their march on this narrow causeway, in no part exceeding from a quarter to half a mile broad, when they are again opposed by flanked fortifications, mounting about 30 pieces of heavy artillery, completely commanding the road. If again successful, the French have a good carriage way, until they arrive in the front of Cadiz, where the ground has been mined for half a mile. They will then encounter between 60 or 70 pieces of cannon from the outer walls, which command the whole approach to Cadiz. These walls must be regularly attacked; but even supposing them to be forced, there is a second fortification in the rear of them, with draw-bridges, and flanked by the heaviest ordnance. A *coup de main* is out of the question, and regular approaches are difficult, from the open nature of the ground, and the loose sandy soil. Great exertions have been made, by all ranks of the inhabitants, to complete the second fortification.—It may be added, that, from the sea, and the breakers, by which Cadiz is nearly environed, form an important and formidable defence.

## HORRORS OF A DESERT ISLAND; ON THE COAST OF CUBA.

(From the French.)

THE following interesting narrative, addressed to Cambacères, by Dorvo Soulastre, Ex-Commissary of St. Domingo, who, with a few companions in a small passage-boat, had been taken by an English privateer, on the coast of Cuba, was lately published at Paris:—

The English kept us on board about a fortnight; at the end of that term the scarcity of water made them wish to get rid of us. Captain William Cropp, the commander, intimated this resolution to me in Latin, which he spoke extremely well. As neither myself nor my companions had found any cause not to be thankful for the good treatment we had experienced, I cannot believe that this man was voluntarily the cause of the severe extremities to which we were reduced, during the nine days which followed our quitting the vessel.

On putting us ashore, the English told us we were not more than six or seven leagues from a Spanish *corps de garde*, at which we might easily arrive before sun-set, by following the sea shore, and thence we should with facility reach the interior of the country, and the royal road that leads to St. Jago, or even to Havanna. Relying on this assurance, we considered that half a dozen thick biscuits, and a flagon of rum, which those who conducted us ashore bestowed on us, were even more than sufficient for our sustenance for the short journey we were to make; and therefore, although we were all half naked, we walked on cheerfully, having no other arms than a *dirk*, a sort of small sabre or poignard, much used by the English privateers when they board any vessel.

Thus victualled and equipped, we marched on for three hours, sometimes along the coast, sometimes through the neighbouring savannas, in which we found a species of *dog grass* that we chewed now and then, with the expectation of cooling the parching thirst we experienced; but it possessed an acidity which the palate could not bear, occasioned, no doubt, by the waters of the sea, which during the continuance of the south winds and the winter floods, inundate the lands, which are extremely low, and even on that account produced nothing except reeds, and plants common to swampy grounds, some mango trees, and some other trees, mis-shapen and branchless, which were scattered here and there, and seemed to vegetate only to attest the sterility of the soil.

The heat had by this time overpowered us; and though we had not made more than two leagues, on account of the difficulty of the march, we were constrained to sit down under the shadow of a clump of mangoes, which rose by the side of a little creek. Here we had scarcely begun to repose ourselves, or to yield to reflections more or less melancholy, the presages of the misfortunes that were preparing to overtake us, when our packet mas-

ter, Pierre, who had gone a little distance inland, ran towards us as fast as he was able, calling out to us to take care of ourselves. We knew not the occasion of his fears, nor the danger we were in, until he had rejoined us. Thinking he heard a noise on the opposite side of a stagnate pool, which was surrounded by mangoes, he had been desirous of seeing from what it proceeded, and to shorten the way, endeavoured to wade across the pool, assisted by some branches of the mango. Unhappily for him, he disturbed the repose of five or six alligators, who, during the oppressive heat of the day, had chosen this spot to wallow in. This visit had so much displeased two of them, that they pursued him through the mud; and he would probably have become their prey, had he not been well acquainted with the usual method of eluding them. After an excellent retreat, he ran towards us; and at the moment in which he rejoined us, was apparently more dead than alive.

Disagreeable as this adventure seemed to us, still the conviction of not being far from the *corps de garde* mentioned by the English, revived our courage, and we re-commenced our journey in good spirits, persuaded that we should arrive there before night. We therefore continued our march for about three hours longer, at the end of which, the excessive fatigue and heat, and still more the uncertainty of the route, made us determine to stop and deliberate on what was to be done. After a short consultation, which was held at the foot of a tree that very much resembled a cherry tree, but was almost entirely without leaves, we determined to pass the night in the place where we were, since being elevated, it offered us most security; and we consoled ourselves with the hope that on the next day we should certainly arrive at our promised *corps de garde*. We therefore laid ourselves at our length on the earth, at about a musket-shot from the beach, and each of us taking a biscuit, we made our repast, which might have appeared delicious if we had not been in want of fresh water. La Prudence, whom we had despatched to seek for some, brought us nothing but a kind of wild artichoke, which, having the form of a parasol reversed, easily retained the dews, so abundant under the tropic. The heat of the day had, however, absorbed the water it had received during the night; nevertheless we cooled our mouths a little by sucking the leaves. We were still reduced to the necessity of supplying the want of water by our rum, and we drank, in turns, half the contents of our flagon. The biscuits were all consumed; La Prudence only reserved a couple on account of his excessive thirst, and could eat no more than the half of his share.

Our supper was concluded, and it was still day. We rose to examine the environs, and to contrive how we might most easily escape the sea flies and other insects that incommoded us very much during our repast. Each of us immediately went to the right and left, as fancy directed, agreeing not to lose sight of one another, and not to go out of call. La Prudence and I followed Captain Durand, and directed our steps towards a savanna, which was skirted by the sea, and interspersed with clumps of mangoes. We were close to one of these clumps when we heard a plaintive cry that proceeded from it; the noise resembled that of a dog endeavouring to

disengage himself from a snare. I was advancing to see what occasioned it, when Captain Derand stopped me, telling me not to approach, for the voice was not that of a dog, but of an alligator, and that we were not strong enough to defend ourselves from so ferocious an animal. The pale visage of the captain, which, from a full red, became at this moment as white as a shirt, terrified me so effectually, that I had hardly strength to retreat. We returned to our place of rendezvous, whence it was easy for us to perceive that the whole coast was covered with these monsters, by the numerous tracks they left in the savannas, as they traversed them to betake themselves to the morasses, where they concealed themselves, and avoided the heat of the day.

When we were re-assembled, we could not but communicate to each other our dread of the alligators, and to secure ourselves from being attacked by them, we saw no other resource but to climb the tree, at the foot of which we then stood, and to pass the night among the branches. At that moment how preferable would a flint and a little tinder have appeared in our eyes, to all the riches of the earth!—O, night of many terrors, thou wast but the forerunner of miseries—of the manifold miseries which we were about to endure!

The island, for such we discovered the spot to be, on which either ignorance or treachery had landed us, was, as I have already said, so low, that, in some places, by the side of which the sand had been washed up in ridges, we were forced to walk through pools of water. We had traversed it, both in length and breadth, without having met with a pebble of the weight of an ounce; the whole was mud and sand. The ocean, which elsewhere, deposits the sources of fecundity upon its shores, displays here the most tenacious avarice and terrific sterility. It seems to roll round these desolate coasts for no other purpose but to give birth to the monsters which inhabit them, which it receives and conceals in its bosom, while it participates in their ferocity.

It was out of our power to make any fire that evening: we climbed our tree, and each of us formed a couch, amid the boughs, as well as he was able. For my own part, I tied my left arm to one of the branches with the only handkerchief in my possession, in the apprehension that the least motion would make me lose my balance, during the sleep, which, through excessive fatigue, began to gain upon me, and to which I yielded.

Notwithstanding the uneasiness of my position, I should have passed the night quietly enough, had it not been for the continued howling and cries of a great number of alligators, which, at the commencement of the night, quitted the marshy pools, and stationed themselves about ten paces from us, on the banks of the sea, where we saw them go in and out, one after another, either to bathe or in search of their prey, which their dreadful concert must, undoubtedly, have driven to a distance. This horrible harmony having lasted about two hours, the band dispersed, still keeping along the coast, although, at intervals, we heard the same cries, which we might have mistaken, sometimes for the sudden barking of dogs, and at other times for the screams of children, had we not known from what sort of



throats these noises proceeded. If to the terror which the presence of these animals gave us, be added the torture which the musquitos and other insects of every species with which these marshy places abound ; and, moreover, the deadly chill of an abundant dew, so very cold that it made us shiver through every member, an idea, yet still inadequate, may be obtained of the sufferings which we endured during the long twelve hours of a tropical night.

At length, about six o'clock in the morning, a faint twilight announced to us the approach of day. Alas ! it came but to shew us more and more the whole extent of our misery. We had been fully sensible of the pain caused by the stings of the sea flies, gnats, and musquitos, but we knew not the effect which they had produced upon our countenances. The moment in which we were first able to see one another, was indeed a moment of horror ; we were so swelled as scarcely to be known, except by our clothes and the sound of our voices. Happily we had sea water in plenty ; and after having washed ourselves we found some relief. As to the alligators, they had returned to their pools by day-break, and since these animals never attack men unless they are disturbed by them, and seldom seek their prey except by night, we were tranquil upon that subject.

While we prepared for our departure, La Prudence went in search of fresh water : he returned without having discovered any, which obliged us to have recourse to our flagon of rum, which we emptied at once, being persuaded that a walk of two hours would be sufficient to bring us to the so much desired *corps de garde*. We set out, and pursued our journey along the strand, but the heat of the sun, which was almost immediately over our heads, was so intense, that we were obliged to stop frequently for a little repose. We then began to feel the approaches of hunger and thirst, particularly after having walked with so much eagerness. Hope, however, still supported us, and, after having halted a third time, during which we sucked the juices of dog-grass, we continued our journey until four o'clock, or thereabouts, when excessive fatigue compelled us to rest, and continued disappointment made us abandon our minds to all the dreadful ideas of our situation. Captain Durand, the commander, Pierre, and La Prudence, were the only persons among us who preserved any strength, either bodily or mental. The Spanish merchant, his servant, and myself, were entirely exhausted : we threw ourselves at the root of a wild cashew tree, which, having no fruit, could only afford us its hospitable shade.

Captain Durand and La Prudence went in search of water ; it was at that moment the most pressing of our wants, for our breath was like a flame. In about half an hour, La Prudence returned with a smiling countenance, telling us that he had discovered water which was good to drink. Never, no never, have the most melodious sounds produced a sensation so delightful, as that excited by these words of honest La Prudence : \* “ Me find water, capitain drinkee it.”—At that moment fatigue and despon-

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\* “ *Moi avoir trouvé de l'eau, capitaine le boire.*”

dency were forgotten : water was to us every thing, and we conceived no happiness greater than the pleasure of drinking without restraint. The spot to which our guide conducted us was nothing more than a marshy pool, situated in a hollow, about a hundred paces from the sea-side, into which the sea being driven by those frequent southern hurricanes which are the desolation and the terror of the West India islands, had left there its stagnant waters. These waters having discharged a portion of their salts through the plants, which they nourished, were, with the exception of a brackish taste which they still retained, palatable enough, particularly to persons in our situation ; I do not imagine that the dews, abundant as they are, nor even the rain, could, of themselves, have rendered this water even so fresh as it was : but to whatever cause its freshness is to be ascribed, the desire of cooling our stomachs overpowered the delicacy of taste, and rendered us inattentive to the colour of this beverage, which was a sort of yellow, tinged with mud ; by the aid of our hats, which served us instead of glasses, we drank abundantly. But as it happens, in situations like ours, for want of the precautions which experience dictates, our draught had nearly been fatal to us. Instead of beginning by rinsing our mouths, we swallowed this water, which was naturally noxious, with so much haste, and in so great a quantity, that our stomachs revolted against it, and rejected it, in an instant, with violent and excruciating emotions. Nevertheless, though faint and exhausted, we felt relieved from thirst ; and so great a desire of sleep seized us, that had we not had the dread of alligators upon us, we could have sunk in repose for the night upon the spot. We filled our flagon with the water, that we might take some to the Spanish merchant, who had not been able to accompany us ; and, with difficulty, we regained our sheltering cashew tree, which we saw again with as much pleasure, as a traveller after a long journey, experiences, when he finds a house and a good bed in which he may recruit his exhausted strength.

As we had not yet relinquished the expectation of arriving at the *corps de garde*, we determined to pass this night as we had done the last ; that is to say, among the branches of the cashew tree ; but it was impossible for the exhausted Spaniard to climb ; his strength was completely overwhelmed with grief, (for his whole fortune lay in his vessel) as well as by age, disease, and fatigue. We were obliged to let him remain at the foot of the tree, under the care of the worthy La Prudence, who, voluntarily, without any consideration of the danger to which he exposed himself, offered to take care of him. This honest negro was a perfect model of zeal and attachment. Did he know some means of rendering himself useful, he lost, instantly, every idea of trouble or fatigue, and rested not till he had afforded each of us all the services that he was able to perform. To this eulogium, I must add, it was very probable that many of us must have sunk beneath the weight of our sufferings long before the moment of deliverance arrived, had it not been for his indefatigable activity. This second night was terrible, and whatever idea may be formed of it, the impression would

still be feeble. To the horrors of our situation during the former night, must be added, not only faintness and the diminution of our strength, but the sight of our poor companion in misery, whose disorder increased so much during the night, that at day-break he was almost wholly insensible. He became so weak that we could not support him in a sitting posture without difficulty. While we were solicitously endeavouring to assuage his sufferings, his remaining recollection seemed entirely occupied about us, and, at length appearing to forget his pains, he addressed us in these consolatory words :—

“ My dear friends, I feel that my last hour is come, and that it is no longer permitted to me to share your misfortunes : whatsoever may occur, do not yield to despair. I have a *presentiment* that you will surmount these evils, and that it will not be long ere you obtain the reward due to your patience and courage. As to myself, in quitting you, I have this great consolation, that I die surrounded by Christians, who, in restoring to the earth my mortal remains, will unite their prayers to those which I address to the Father of All, that he will deign to receive me into his mercy.”

These were the last words which our poor companion uttered ; nevertheless he retained his recollection, and ceased not to pray internally until he had sighed his last. He held a *scapulary* in his hand, which he frequently raised to his lips ; and it was not until the instant in which he let it fall, that we perceived he lived no more. Thus terminated the existence of this worthy man, whose death, while it suspended the sense of our own miseries for a short time, rendered us more acutely afflicted by his loss.

Our first care, after we were certain that he had breathed his last, was to employ ourselves in burying him. His coat (in one of the pockets of which we found a small lens, similar to those used by watch makers to examine their work) served him for a shroud, and with our hands and our cutlass we dug him a grave in the sand, tolerably deep, into which we consigned his body, after having recited over him the prayers used in the ritual of the dead, and ornamented the spot with the sacred symbol of redemption.

The solemn and melancholy ceremony which apparently should have tended to weaken our remaining energies, and to diminish our courage, produced a contrary effect : it seemed to invigorate our bodies and to redouble our resolution ; so true is it that prayer, drawing the soul nearer to its Creator, ennobles it, elevates it, and makes it in some measure participate in his power.

[To be continued.]

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## CORRECT RELATION OF SHIPWRECKS.

## No. XL.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

## LOSS OF THE DIAMOND, AND OF THE FUTTY ALLEBHÖY.

THE following particulars are copied from an article in an Indian paper; under the date of Bombay, December 9, 1809:—

“ The Diamond, and the Fuddy Allebhoy left Bussora in company with the Bussora packet on the 29th of October last, and after touching at Bushire proceeded on their voyage to this place. On the 5th of November it began to blow a hard gale: the weather at the same time hazy, and the sea very high. At four o'clock next morning the Diamond found herself amongst breakers, and the next morning struck on the reef that lies on the N.W. end of the island of Nobdower. An attempt was made to wear the ship, but the rudder going away, she was driven on shore and laid on her beam ends. In about a quarter of an hour the Fuddy Allebhoy also struck, and shared the fate of the Diamond. Both vessels succeeded in getting all the crew and passengers on shore, with the exception of the Serang and one Lascar belonging to the Diamond, who were drowned.

“ In the afternoon, the waters having fallen, and the sea abated a good deal, Captain Benson, of the Diamond, went on board with a few of the best Lascars, and the second officer, to try if they could save any of the treasure, provisions, and clothes.

“ They found the captain's trunks broken open, and a great many things missing; which they suspected to have been done by the Arab horsekeepers, whose conduct in other respects during the time of danger and calamity, is represented as having been very mutinous. A considerable part of the treasure, the packet, and a few clothes, with some bags of rice, and about twenty gallons of water, were brought on shore.

“ Some of the horses were found alive; but it was impossible to get them out without cutting a hole in the ship's side; besides which, any attempt thus to save them, would only have exposed them to perish on shore for the want of fresh water. A few horses indeed did escape from the ship and swam ashore; but in consequence of the total want of fresh water, they either died before the people quitted the island, or were left there to perish.

“ The sufferers had but a melancholy prospect before them; the whole number amounted to about 220 souls; the island on which they were cast was completely desolate, not a shrub nor a drop of water to be found. They made large fires, and slept around them during the night.

“ To their great satisfaction, a ship appeared in sight the next morning,



which turned out to be the Bussora packet, that at the commencement of the gale had parted company. By the humane exertions of Captain Clement, who immediately went on shore to their assistance, they were all safely embarked on board the Bussora packet before night, except a few who remained with Captain Clement and Captain Benson till the next morning. Before they finally embarked, they visited both ships, but found it was impossible to do any thing effectual towards saving them."

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## FURTHER PARTICULARS RESPECTING THE LOSS OF THE NAUTILUS,

*In a letter from Mr. Chillingsworth, one of the Survivors, to his Mother, dated Zante, 21st February, 1807.\**

DEAR MOTHER,

IN no instance of my life have I ever felt myself more uneasy than these three months past, in not having had an opportunity of writing: you no doubt heard of the dreadful misfortune which befel the Athenian in November last. I was providentially saved from the dreadful fate of most of my shipmates. Myself and a midshipman were sent on shore at Gibraltar in search of some deserters; when unexpectedly our signal was made to get under weigh, which our ship immediately did, and left us behind, as well as some who were at work at the dock-yard. I immediately applied to the captain of a packet lying there for a passage for ourselves and people to Malta, which he granted; and the next morning we got under weigh also; but guess our surprise, when on our arrival we found the Athenian not arrived, and the first news we heard of her, which was three days afterwards, was an account of the dreadful calamity brought to Malta by three of the survivors, viz. the purser, doctor, and master, who were passengers; the remaining few who escaped had made the best of their way to Sir Sidney Smith, at Palermo, in Sicily. I had nothing left but what I stood upright in. As soon as I can possibly procure certificates I will send them home that you may receive my pay. On the arrival of Sir Thomas Louis's squadron at Malta, I joined his Majesty's ship Standard, 64, Captain Harvey, as second master; whence we proceeded up the Archipelago to the Dardanelles, where we lay some time, anxiously expecting a war with the Turks. On the 2d of January, through the goodness of Captain Harvey, whom I shall ever esteem, I was appointed master of his Majesty's ship Nautilus, Captain Palmer. I now thought fortune had begun to smile upon me, and promised myself that happiness, which diligence, attention, and perseverance ought to expect: But alas! my expectations were vain; the greatest affliction, the most accumulated misery that ever overwhelmed a human heart, still awaited me; though by the interposition of Divine Providence, I was enabled to endure it, and was miraculously rescued from so dire a calamity. I should not have given you the particulars; but as it is impossible that you should not know them from the public prints, it may

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\* *Vide* page 404 of the present Volume; and the memoir of Captain Palmer, Vol. XXII. page 89.

probably be a satisfaction. I do not wish by doing so to wound your feelings, the sensibility of which I well know, for I am sure my dear mother will drop a tear of pity, not only for her son, but for all his poor fellow-sufferers.

On the 3d of January we left the admiral at the Dardanelles, charged with despatches of the utmost importance for England, when I hoped to have had the pleasure of seeing you all. On Monday morning the 5th, at 4 o'clock, just as I came upon deck to relieve the watch, I was surprised at hearing the man looking out on the forecastle, cry out, *Rocks ahead!* it being very dark, and hazy, they could be seen only at a small distance; so that in less than two minutes, the ship struck, when she bilged and was almost immediately full of water. To extricate ourselves from the impending danger, our only hope was to endeavour to get upon the rocks, which with great difficulty we almost all did, by means of our masts, which providentially fell that way; but the greater part were most dreadfully bruised and lacerated: it blowing very hard, and a very heavy sea running and breaking over them; so that many of our people, weakened by fatigue and benumbed with cold, were swept away, and perished: and those that remained had no other prospect before them.

The all-seeing eye of Providence in this instance has again given wonderful proofs of its bounty and goodness. Some of our people, as soon as the ship struck, lowered down a boat from the quarter, and pulled away to a small island not inhabited, about three leagues distant; but from the heavy sea we had not the smallest hopes of her being saved: however, on the second day, to our great joy, the weather being a little more moderate, we discovered the boat coming down towards the wreck, to endeavour to bring off any persons that might be saved; but alas, it was not able to come near enough to give us any assistance: they, however, went to another island called Cerigotte, about the same distance, where they found a few poor inhabitants, but could give us no help on account of the bad weather. It continued blowing with very little intermission till the fifth day, when we gave up all hopes. The captain, first lieutenant, and doctor, and about one half of the people, perished with cold and hunger; and the rest of us were in so weak a state, that a few hours more must have put an end to our truly miserable existence.

On the sixth day, about noon, the weather became quite moderate, when we had the satisfaction to see the boats of the island coming to our deliverance: guess then, if possible, our joy and thankfulness, after having been six days and five nights on a barren rock, with no other food but (what makes me shudder to relate) human flesh and our own urine—dreadful alternative! An overwhelming sea constantly breaking over us, so that it was sometimes with very great difficulty we could keep our hold. We embarked in the boats, and soon arrived at the island of Cerigotte, where the poor but hospitable inhabitants did every thing in their power to serve us; and in a few days we were so far recovered as to be able to get about again, except those who were severely bruised, who were getting worse for want of medical aid, which it was impossible to procure there. We re-

remained at this island eleven days, by which time we were tolerably well recruited, when we again embarked in their boats to go to the island of Cerigo, where there is a British Consul, and arrived there the same evening. The person whom I have just mentioned is a Greek, and a more worthy humane man never lived. I never in my existence experienced so much hospitality, attention, and care, as from this truly worthy family, every one of whom seemed to endeavour which could do most to serve us: they shed tears over us, as if we had been their own children, and seemed as much affected at parting, as if we really had been so. The governor, commandant, bishop, and all the first people of the island, also shewed us a great deal of attention, and did all in their power to amuse us during our stay there: in fact, their goodness was such, that it was rather reluctantly we parted with them, although we much wished to get a passage to join our squadron again, or to Malta, which it was impossible to procure there, it being an island of no trade, and of course very little communication with shipping, particularly at this time of the year. We however heard of a Russian frigate having anchored off the Morea, about 12 leagues from the island, driven in by bad weather. I was determined not to lose such an opportunity, and immediately took a boat to go on board her, to endeavour to procure a passage either to Malta or Corfu: here again I had new difficulties to encounter, and again narrowly escaped being drowned; as in the evening it came on to blow a heavy gale of wind, and in spite of all our exertions drove our boat upon the rocks, where she immediately went in pieces. I was fortunate enough to get on board, after some difficulty, and succeeded with the captain in procuring a passage to Corfu. We embarked on the 5th of February, but on account of contrary winds were not able to get to sea till the 15th, when we bid adieu to our hospitable friends at Cerigo, and on the 18th were obliged to put in here, the wind coming foul again. We have been very favourably received; we dined yesterday with the Prince, and have engagements for this week to come. I shall write again as soon as our court martial is over, and let you know the result of it. We all expect promotion in consequence of our misfortunes.

I am, dear Mother,

Your dutiful but unfortunate Son,

HENRY CHILLINGSWORTH.

*Some Particulars of the Loss of the KING GEORGE, Artillery Transport, and of the BRITANNIA East Indiaman, on and near the Roccas, near Fernando Noronha, in lat. 3 deg. 51 min. South, and long. 34 deg. 9 min. West from London; and also of the Escape of the Leda frigate.\**

AT half-past three in the morning of the first of November, 1805, the officer of the watch on board the Leda, who had been previously cautioned by Captain Honyman to look well out for rocks, &c. went down and

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\* If we mistake not, we are in part obliged for this Narrative, to Mr. G. Keith, who some time since transmitted it to an early friend of ours, from his Majesty's ship Agincourt.




acquainted the captain that breakers were seen a-head : on the captain going upon deck, and perceiving us to be among breakers, he ordered the ship about, and as she had entered S.W. to stand out N.E. But no sooner had she got round, than a man on the fore-castle cried out, *Land a-head, high and dry!* The helm was instantly put up, the frigate fortunately wore quick, and cleared the dangers, but the boats over the stern in veering the ship, actually hung over the rocks. The signal gun for convoy to tack was fired, and afterwards several others, to warn the convoy of their danger. The quarter-master, when trying the soundings, found only five fathoms, but had the presence of mind to sing out seven. The safety of the *Leda* was evidently owing to the temperate and collected conduct of the captain, officers, and crew. Signal guns were also heard in the *Leda* from others in the convoy, and when the day dawned, our fears for the safety of the other ships were unhappily realized, by finding one ship (the *King George*) had got among the rocks, and the *Britannia* East India ship when on the point of tacking (having heard the *Leda's* guns) had been run foul of by a larger East Indiaman (the *Streatham*.) The bowsprit and fore-top-mast of the *Britannia* were carried away, and her bows stove in ; when she became unmanageable, and drifted almost instantly on a rock, where she hung by the stern : the mizen mast being cut away, she in a quarter of an hour cleared herself from the rock, with the loss of her rudder, and a serious leak ; which, however, Captain Birch, of the *Britannia*, was in such hopes to keep under, that he was in the act of sending off his boats to the relief of the *King George*, when the water was found to gain irresistibly. A signal was then made by the ensign (union reversed) of distress ; the *Europe*, *Comet*, and *Veruna* Indiamen, then near, sent their boats, and brought off all her crew, and East India recruits, on board, nearly 400 persons, except one man, who would not be saved, from madness or drunkenness ; this man had got himself a cutlass, by which he prevented any person forcing him away ; and, as he flourished this, he swaggered over the treasure which had been got up on the quarter-deck, swearing vehemently, that as he had been all his life a poor man he would go out of it gloriously rich ; loading himself at the same time with dollars from the chests that had been broke open. Out of one hundred and sixty chests, only twelve could be brought away, so suddenly did the ship go down : After the leak increased, the *Britannia* had drifted about seven miles from the rocks, and sunk in deep water.

The *Leda* frigate was employed during this time in sending her boats to the rocks, to save the people whom they had discovered on a sandy island among these rocks, and so completely surrounded that they could only find one opening or cove for the boats to approach. From this island they took off the crew of the *King George* transport, and the artillery troops that had been embarked therein, except Brigadier-general York, of the artillery, who was the only person drowned getting on shore ; and one artillery-man, who had been seen safe on shore after the vessel broke ; and was supposed to have found some liquor, with which he got drunk, and fell from the rocks, as he could no where be found on them.



The King George ran on shore almost instantly, as some person called out *breakers ahead!* a little before four o'clock in the morning, after the moon had set: the darkness and the spray of the breakers prevented them seeing any place, on which they could build the least hope of safety. They, however, as soon as they could get the first gun off, which had got its charge somewhat wet or damp, fired guns of distress, and hoisted their boats out under the lee, and sent them off from the ship to discover if there was any chance of a place to save themselves; waiting with good order for day. At dawn they discovered at some little distance, one place larger than the other rocks, high and dry. The boats, except the jolly boat, which had secured the safety of some by putting off to another ship, returning about the same time, stated, that if all hands quitted the ship, as she must soon go to pieces, and got on the rock, which was nearly under the sprit-sail yard arm, the boats could take them from thence to the larger one; which was immediately set about, sending the women and children among the first, by slinging them under the arms with a rope, and another rope to haul them to the rock. The general being the oldest among them, they wished to do the same with him, which he indignantly refused: he therefore went to the sprit-sail-yard to get on the rock like the others, and most probably found this, being a landman, of more difficulty than he was aware of. One of the gunners of his corps, perceiving his situation, again expressed a wish to sling him with a rope, to ensure his safety, which he would not suffer: he some time afterwards remained on the yard, unresolved to venture down, which obliged those few remaining behind him, to let themselves down from the jib boom. At last, the general either let himself down, or lost his hold; and falling in the surf, had not strength to hold on the rock against the back water, he disappeared under the ships bows.

This loss of him seems the more melancholy, from being the only individual who perished: even a woman who was delivered of a child not more than three or four hours, was taken from her bed and saved with her little infant, and was received on board the *Leda*, notwithstanding her sufferings. A man who had broken his leg about two days before, was also brought safe on shore, without injuring his new-set leg. About 8 A.M. or soon afterwards, the ship went to pieces, and neither the officers nor any other person could save any effects. Some casks were washed on shore after the ship broke up. On the shore they found three anchors laid across each other, without stocks, and near the part of the wreck of a ship. This might have been the remains of the *Cato* man of war, of 50 guns, Admiral Hyde Parker, which was lost on her passage to India. Both appeared as if they had been lying there a very long time: they also saw the skeleton of a large turtle, but found no water.



**W**E shall conclude our present number of *Shipwrecks*, with the following article from Liverpool, April 9, 1810:—

“The brig Shaw, Captain Jackson, which arrived here, brings the following melancholy account:—On the 10th ult. in lat. 37 deg. 30 min. N. long. 42 deg. 20 min. a sail hove in sight at S.E. with only her fore-mast and bowsprit standing. She proved to be the ship Albion, Captain Kirby, of London, from New Brunswick, which on the 6th of February was upset in a heavy gale of wind, but some time after righted. The surviving part of the crew (the captain and two others, out of thirteen) were in such an emaciated state, that they were not able to get into the boat when the Shaw came alongside, having been thirty-eight days in want of food; they had made a temporary wood hut, well secured to the rigging, but open at top, and were found there chewing the bark of a spruce spar, which had been their principal support, and had been without water for several days. What added to their distress was that of seeing their fellow-sufferers dying for want. On the 23d ult. fell in with the brig Nesbery, of this port, in distress, being struck by lightning on the 21st, which shattered her fore and fore-top-masts in such a manner as rendered them both useless, and caused her to make a quantity of water—kept in company with the brig till they made land.”

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## PHILOSOPHICAL PAPERS.

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MR. EDITOR,

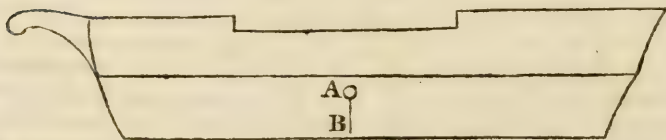
*Faversham, April 5, 1810.*

**A** GREEABLY to my promise, I send you the drawing and description of my newly-invented Log Machine, which was tried on a small boat, in the presence of the captain of a man of war; and his first lieutenant, Mr. Robert Turner, now living at Faversham, and was very much approved of.

I remain, Sir,

Your humble Servant,

FRANCIS CROW.



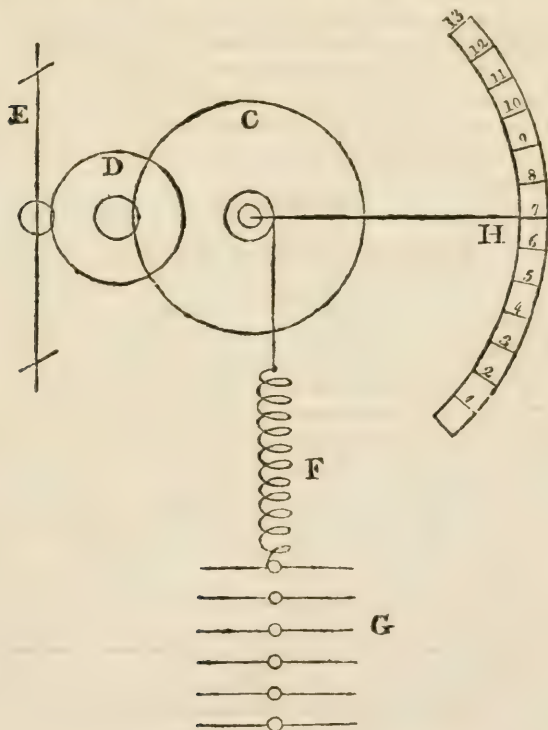
*Description of the newly-invented Log Machine, to ascertain with accuracy the rate of a ship in going through the sea.*

A, marks a hole in the side of the ship, five or six feet under the water; A, marks also a copper bolt, which goes through the side of the ship: the head of the said bolt is in the form of a cone, acting in leather, to prevent the water from coming in; and this bolt or cone is moveable by a copper

tongue, or lever B, of about two feet in length, and three inches broad. This lever is moved according to the rate of the ship's going. The bolt A, is connected with the wheel work within side in the manner hereafter described.

C, describes a wheel of about one foot diameter, which is fastened to the bolt A. D, describes a second wheel, which is moved by the wheel C. E, marks a fly to regulate the motion. F, is a spiral spring which is drawn up by the motion of the lever B, without side. G, points out the nob's to bring or hook down the spiral spring F, so as to regulate the power of the lever B, and by this means to ascertain the rate of the ship's way through the sea. H, is the hand which points to the index that is fastened to the bolt in the centre A.

N.B. The lever B, is to be made longer or shorter to assist in regulating.



#### *Additional Observations.*

We have to add, that before we presented this most useful invention to the notice of our readers, we had a model of it examined by a post captain of great nautical experience, who much approved of it; and declared it to be his opinion that it appeared likely to prove of much benefit to the service, if adopted. Mr. Crow is a watch-maker at Faversham, and has long given his attention to the various branches of science.

## PLATE CCCXIV.

BEING THE FRONTISPIECE TO THIS VOLUME.

THE undermentioned Inscription is copied from the Monument erected to the memory of Admiral Vernon, in Westminster Abbey :—

Sacred to the Memory  
of

EDWARD VERNON, Esq.

Admiral of the White Squadron  
of the British Fleet.

He was second son of James Vernon,  
who was Secretary of State to King William III.

And whose abilities and integrity  
were equally conspicuous.

In his youth he served under Admirals Shovell and Rooke;  
by their example he learned to conquer;  
by his own merit he rose to command  
in the war with Spain of MDCCXXXIX.

He took the fort of Porto Bello  
with six ships.

A force which was thought unequal to the attempt.

For this he received  
the thanks of both Houses of Parliament.

He subdued Chagre, and at Carthage  
Conquered as far as naval force  
Could carry victory.

After these services he retired  
without office or title  
from the exercise of public,  
to the enjoyment of private,  
Virtue.

The testimony of a good conscience  
was his reward;  
the love and esteem of all good men  
his Glory.

In battle, though calm, he was active; and though intrepid, prudent;  
successful, yet not ostentatious,  
ascribing the glory to God.

In the senate he was disinterested, vigilant, and steady.

On the xxxth day of October, MDCCCLVII.

he died as he had lived,  
the friend of Man, the lover of his Country,  
the Father of the Poor,  
aged LXXIII.

As a memorial of his own gratitude,  
and of the virtues of his benefactor,  
this Monument was erected, by his nephew,  
Francis Lord Orwell,

1768.



## HYDROGRAPHY.

## PARACELS.

*Extract of a Letter from a Gentleman on board the Discovery.*

**A** SHORT account of our trip to the Paracels, I suppose, will not be uninteresting, as this groupe of islands and shoals were dreaded by the navigators of these seas. In March last we left Macao, with an intention of ascertaining the St. Esprit Bank; cruising about for it several days, particularly in those ports laid down by Horsburgh, &c. without effect, it began to blow a fresh gale from the N.E. which induced Mr. R. to push for the Paracels so as to be there in the fair months; it being of more consequence to have them surveyed, and if possible to ascertain every shoal, this season. On the 10th March in the evening we made the Amphitrite Islands forming the northernmost of the Paracels: they are very low, with a cocoa-nut tree on the centre of the westernmost one. They are formed of white sand and coral, the surface of which is covered with low brushwood; they bear a great resemblance to some of the islands of the Red Sea, particularly the Asakows; all of them are surrounded with steep banks of coral, and most of the anchorage is hard sand and rocks; there are few islands which afford good water sufficient for small vessels; the principal ones are the Lincoln, and one called Woody Island, which lies to the eastward of the Amphitrites at eight miles distance, and is covered with a high jungle; there the fishermen have pitched a few huts for a temporary residence, while they remain here, about half the year gathering Beech de mer, which is a black thick ugly worm: this the Chinese use as a great luxury for making their soups. I have formerly seen some at Messowah. In approaching the Amphitrites we deseryed a large junk apparently wrecked on a spit of rocks running off the easternmost of these islands on which were several Chinese running along the beach, waving flags and beckoning to us as we supposed to render them assistance. We stood within half a mile of the island, trying to gain soundings, but could not at the depth of 90 fathoms; it soon after coming on to blow a double-reefed top-sail breeze, which obliged us to work off for the night, before we could have any communication with the people.

The next day, it continuing to blow fresh, we bore away and stood to leeward of the islands; gained soundings of 40 fathoms a few miles to leeward of them. When near the wreck we anchored in 15 fathoms, and sent boats on shore, the poor half starved wretches were fighting to get to the boats; and it required some trouble at first to prevent their over loading them. On the 20th they were all shipped on board the vessels, 350 in the Discovery, and 200 in the Antelope. We gave up our berth to them, and they were crammed into every hole and corner: the junk was one of the largest that sails out of China, having upwards of 600 men on board. About twenty-five left the island in a tank, fourteen of whom survived, and

arrived in a very weak state at Turon : several of them, according to their own information, died ; but we could not find any vestiges of them ; they had been driven ashore in a northerly gale two or three days before we relieved them, and their only substance was a few dried fruit, but not a drop of fresh water. Of all the scenes, that of saving these men from almost inevitable death, was the most affecting I ever saw and experienced ; and they felt and shewed their gratitude as much as laid in their power. On account of these circumstances, Mr. R. postponed the survey till we landed them at Turon, a port on the Cochin China coast, at the distance of 120 miles from the Amphitrites. We were six days getting there ; at this place we laid in a large stock of vegetables for the crew, watered the vessels, and again proceeded to finish the survey. After examining the Felidor shoal, and others we fell in with, which you will see by Rup's charts of the islands, and will convey a better idea to you than the confined period of time I have to write will allow me to describe properly. At Woody Island Mr. R. hired a fisherman as pilot ; this man has been among these islands on and off for 25 years, and is well acquainted with the situation of the whole ; he informed us of several shipwrecks, and the means of saving the people. He mentioned and accurately described the Comet and Intrepid to Mr. Ross, and informed us of his having seen these vessels touching at the Amphitrites for water, which some of the boats lying there supplied them with. He told R. that the vessels were manned with Europeans and natives ; that the last port they left was Malacca, and that it was their intention of again returning to that port.

After leaving the Amphitrites, they, according to our supposition, were lost off some of the coral banks nearly even with the water's edge, in blowing weather, and every soul perished. Towards the latter end of May, after examining the Lincoln Sand, and Triton Bank, we proceeded to the coast, as the Sly Monsoon began to set in, too fresh for us to work with safety down to Sapara, so far out to leeward : on the coast we experienced very strong tides against us, and light airs ; at last were under the necessity of putting back to Turon and water the vessels. In June we again left this port and worked down the coast : on the 21st we fell in with a gentleman who was to procure us boats, and use his interest with the King of Cochin China, in forwarding our prospects on the survey. He fitted out boats at Saigon for the shoaling parties and expeditions ; but as we could not work down so far against the monsoon, they could not be of any service to us ; the next day we put into a harbour called Meatrang, and procured a little refreshment for the people. On the 25th we left this place for Macao. M—— proceeded up the coast, to join the King, as most of his native factories had rebelled, and were assisted, by a very large fleet of Ladrões. On the 4th of July, we anchored in the Typa. I cannot drop this subject without mentioning the indifference of the crew of both vessels in eating gulls at the Paracels, the whole of the island being literally covered with them and other birds. The gulls were so tame, or unacquainted with man, that they permitted our Jacks to go up, and take them off their nests ; and I may say most of them lived on gulls while there ; though the officers of the Antelope could not relish them, those of the Discovery ate them with as good an appetite as the Jacks did.

## ORIGIN AND PROGRESS OF THE BOARD OF NAVAL REVISION.

**E**ARLY in the present year, a letter from Lord Viscount Melville to the Earl of Aberdeen, relative to the management of the civil service of the navy, was published. From this letter it appears, (as was indeed known before) that the country is indebted to his lordship for the institution of the commission of naval revision, which, he observes, was the last measure of his political life. The inadequacy of the British fleet in 1804, to resist effectually the united force of our then existing enemies, induced his lordship to take measures for augmenting our ships of the line, with the least possible delay. His opinion of the defects arising out of the relative situation of the Admiralty and Navy Boards, were confirmed, he remarks, by the following statements from the reports of the Commissioners of Naval Inquiry:—

“ The accounts, regulations, and instructions to the officers of the yards, when introduced in the seventeenth century, may have been, and probably were, suitable to the then confined state of the navy. The necessity of revising the instructions, and digesting the immense mass of orders, which have since been given to the officers of the yards, was seen by the late Earl Howe, and by Sir Charles Middleton, when they presided at the Admiralty and Navy Boards; and the latter had made some progress in so useful a work, when he quitted the Navy Board; but, since that time, the subject has not been adverted to, no steps have been taken towards forwarding the work, and it seems to have been laid aside, and wholly forgotten.”

After consulting with Mr. Pitt, it was resolved, that a commission should be appointed, and that Sir Charles Middleton (now Lord Barham) ought to be requested to leave his retirement, for the purpose of taking the superintending charge. On the acquiescence of Sir Charles, who stipulated only for the assistance of Mr. Fordyce, (to which was added that of William Domett, and Andrew Searle, Esquires) the commission began its labours on the 5th of January, 1805, and terminated on the 8th of March, 1808; during which time *fifteen* reports were published. While Lord Melville remained at the Admiralty, he was minutely informed, from day to day, of the proceedings of the committee, and what reflects the highest honour on his lordship, he continued, during the progress, as well as after the termination of these inquiries, down to the present time, to express the same anxiety on the subject.

His lordship gives the following abstract of the subject, to which these reports relate; and observes, that he found a convenience in perusing together those more immediately relating to the same subject, according to the following arrangement.

The *first* head comprehends all those reports, which relate to the Navy Board, and the departments of the naval service under the direction of that Board, viz.

**1st Report.**—Containing instructions for the guidance of the resident

commissioners and the principal officers in the dock and rope yards.  
—Approved of.

2d Report.—Containing instructions for all the inferior officers of every description in the royal dock-yards.—Approved by his Majesty, after being referred to a committee, and orders issued to the Admiralty accordingly.

3d Report.—Respecting the education of shipwrights, and construction of ships; and the mode of paying those employed in building and repairing them.—Referred by his Majesty to a committee, and by them referred to the Admiralty, who have not yet reported.

4th Report.—Respecting the Navy Office, and the office of inspector-general of naval works.—Approved of by his Majesty, after being referred to a committee, and by them referred to the Admiralty.

5th Report.—Respecting the foreign dock-yards.—Approved of by his Majesty in like manner.

6th Report.—Upon the smaller establishments, or out-ports.—Approved of by his Majesty in like manner.

8th Report.—Upon the employment of artificers and workmen in the dock yards (except shipwrights).—Referred to the Admiralty, and not yet reported on.

Under the *second* head, he classes those reports which relate to the Transport Board, and the department of the naval service under the direction of that Board, viz.

7th Report.—Upon the naval hospitals at Haslar and Plymouth.—Approved of by his Majesty, after being referred to a committee of the Admiralty,

9th Report.—Upon the Transport Office.—Referred and approved of in like manner.

13th Report.—Upon the instructions for the officers in the transport and prisoners-of-war department at home and abroad, and the lesser hospitals at home and abroad.—Approved of in like manner.

10th Report.—On the Victualling Office.—Approved of by his Majesty after being referred, &c.

11th Report.—Upon the Victualling Yards.—Approved of.

12th Report.—Upon the Victualling Yards abroad.—Approved of.

The *fourth* head comprehends only the 14th Report, on the supply of timber for the navy; the great importance of that subject rendering it necessary to give it a separate consideration. This was referred to a committee of the Admiralty, and has not yet been reported upon.

The *fifth* head, for the same reason, is confined to the 15th Report, on the necessities for, and advantages of the construction of a new naval arsenal at Northfleet; and on the application of the mechanical powers to the performance of works in the dock-yards, &c.—This was also referred, but not yet reported upon.

A narrative of the proceedings in the civil department of the navy, his



lordship observes, from the earliest period of naval history, down to the present time, is given in the first Report, in the course of which, particular mention is made of the great reform effected by James Duke of York, when he was lord high admiral, in the reign of Charles II. since which time, no revision had taken place.

As a proof of the bad system of management, and of the necessity of an immediate regulation, it is mentioned—

“ That the officers had very imperfect ideas of their several duties, and that, from the want of any systematic regularity or uniformity in the orders issued, the officers of the yards had formed different conceptions of the meaning of those orders.”

His lordship concludes, by quoting the following extract from the 15th Report, with which the Board of Revision concluded their laborious services :

“ Besides the subjects which are particularly noticed in our patent, we are directed by the same authority, ‘ to consider and examine all such other matters, connected with your Majesty’s naval service, as the Lords Commissioners of the Admiralty might think proper to refer to us ;’ and we had not proceeded far in the execution of the duties committed to us, before we were informed, both by Mr. Pitt, by whom our patent was drawn up, and by Lord Melville, (then at the head of the Admiralty, who had originally proposed the appointment of this commission, and to whom our progress in the execution of the duty committed to us was, at their desire, from time to time, communicated) that it was their intention to enlarge the field of our inquiries ; and the circumstances concerning Northfleet soon afterwards occurred, in consequence of which, our attention came to be directed to the establishment of a new dock-yard at that place.

“ We were also called upon to take into our consideration the means of providing an increased supply of timber, proportioned to the great extension of our navy ; and we were further directed to take into view the regulation of the salaries, pay, and allowance of nearly all the persons employed in the various civil departments of the army.

“ These additions to the duties specified in our patent greatly enlarged the field of investigation, and we conceive cannot fail to account well for the further time which it has required, beyond what we at first expected would be necessary to complete the business committed to us. The reports referred to will shew what we have done.”

The Report then proceeds to state, that, conceiving their investigations ought to comprehend every subject that would lead to the improvement of the navy, they directed their inquiries to other matters, particularly on the means of obtaining hemp. After being allowed six months, in addition to the two years to which they were limited, they were requested by the Admiralty “ not to prolong, unnecessarily, the continuance of their functions, by commencing extensive surveys, at a period when their reports were originally destined to have closed.”

They then proceed to express their disappointment at being still unable to complete their business within the time mentioned. “ Much informa-

tion," they add, "concerning the new dock-yard, was wanting; and more than fifty of our precepts remained unanswered, some of them on important subjects. We thus stood in the unpleasant situation of being obliged, either to leave our business incomplete, or, though the former addition of time had been reluctantly granted by the Admiralty, to ask for still more time than we had ourselves imagined would be sufficient, by which we might subject ourselves to the appearance of desiring to prolong our appointment for our own advantage.

"The determination we took, under these circumstances, was, to request to be allowed to go on till what we had undertaken should be accomplished, without any salaries to ourselves, provided government would furnish money for the payment of our secretary and clerks. On this footing we have continued for eight months, and, in that time, we have completed five different reports, most of them of great length, and on very important branches of our inquiry."

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### Naval Poetry.

The heart's remote recesses to explore,  
And touch its springs, when Prose avail'd no more.

FALCONER.

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### THE HERO OF THE NILE.

The following lines are reprinted from a copy printed in the ballad form at Naples, in English; and presented by the late Sir William Hamilton to one of our correspondents: they are confidently, and we believe rightly, attributed to a lady already celebrated as a writer, Cornelia Knight.

#### I.

**B**RITAIN long hath borne command,  
And rul'd alone the azure main;  
For it's the Charter of the Land,  
Which British valour will maintain.  
Hail, Brave NELSON, the Hero of the Nile,  
The favorite of fair Freedom's Isle.

#### II.

All nations not so blest as we,  
Must in their turns to tyrants fall;  
While we shall flourish great and free,  
The dread and envy of them all.  
Hail, brave NELSON, &c.

#### III.

Still more majestic shall we rise,  
More dreadful from each foreign stroke;  
Whilst we have men the gods must prize,  
With hearts as firm as English oak.  
Hail, brave NELSON, &c.

## IV.

The blustering French shall never tame  
 Great NELSON'S soul, or bend him low;  
 Only add honours to his name,  
 And plant new laurels on his brow.  
 Hail, brave NELSON, &c.

## V.

To him submits the boisterous deep,  
 And in his breast the virtues glow,  
 For he can feel for those who weep,  
 And sooth the cheerless Widow's woe,  
 Hail, brave NELSON, &c.

## VI.

Health to the brave and loyal throng,  
 Each man partakes our warmest praise,  
 We'll all join hand and heart in song,  
 Their Alexandrian deeds to raise.  
 Hail, brave NELSON, the Hero of the Nile,  
 The favorite of fair Freedom's Isle.

## ADDITIONAL VERSE TO GOD SAVE THE KING.

JOIN we great NELSON'S name,  
 First on the roll of fame;  
 Him let us sing.  
 Spread we his praise around,  
 Honour of British ground,  
 Who made Nile's shores resound  
 God save the King.

## ANACREON, ODE 57.

*From Mr. MOORE'S Translation.*

This Ode is a very animated description of a picture of Venus on a discus, which represented the goddess in her first emergence from the waves. About two centuries after our poet wrote, the pencil of the artist Apelles embellished this subject in his famous painting of the Venus Anadyomené, the model of which, as Pliny informs us, was the beautiful Campaspe, given to him by Alexander.

AND whose immortal hand could shed  
 Upon this disk the ocean's bed?  
 And, in a frenzied flight of soul  
 Sublime as heaven's eternal pole

Imagine thus, in semblance warm,  
 The Queen of Love's voluptuous form  
 Floating along the silvery sea  
 In beauty's naked majesty !  
 Oh ! he has given the captur'd sight  
 A witching banquet of delight ;  
 And all those sacred scenes of love,  
 Where only hallow'd eyes may rove,  
 Lie faintly glowing, half conceal'd,  
 Within the lucid billows veil'd.  
 Light as the leaf, that summer's breeze  
 Has wafted o'er the glassy seas,  
 She floats upon old Ocean's breast  
 Which undulates in sleepy rest ;  
 And stealing on, she gently pillows,  
 Her bosom on the amorous billows.  
 Her bosom, like the humid rose,  
 Her neck, like dewy-sparkling snows,  
 Illume the liquid path she traces,  
 And burn within the stream's embraces !  
 In languid luxury soft she glides,  
 Encircled by the azure tides,  
 Like some fair lily, faint with weeping,  
 Upon a bed of violets sleeping !  
 Beneath their queen's inspiring glance  
 The dolphins o'er the green sea dance,  
 Bearing in triumph young desire,  
 And baby love with smiles of fire !  
 While, sparkling on the silver waves,  
 The tenants of the briny caves  
 Around the pomp in eddies play,  
 And gleam along the watery way.

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EXTRACT FROM AN ADDRESS TO THE TRAGIC MUSE.

*Written by WILLIAM SOTHEBY in 1800.*

“ .....  
 Fixed on this base, our poet rests his claim,  
 And woos in your applause the voice of fame ;  
 On English annals builds historic rhymes,  
 And calls the spirit forth of feudal times ;  
 Such as of old, to Syria's shouting coast  
 Led lion-hearted Richard's christian host ;  
 When England's king the red-cross flag unfurl'd,  
 And darken'd in it's shade the pagan world :  
 Such, as of late, in heaven's appointed hour,  
 Gaul's vaunted idol drove from Acre's tower ;



When cross and crescent in just league combined,  
 Smote, in his pride, the murderer of mankind :  
 While Albion's naval hero foremost trod,  
 Scatter'd the host that scorn'd the living God ;  
 And Asia, rescued from the oppressor's might,  
 Hail'd *Atla's* name, and crown'd the " Christian Knight."

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### VICTORY OF ADMIRAL HAWKE.

The victory obtained by Admiral Hawke over *Conflans*, 20th November, 1759, gave rise to the following Song :—

THE watery god, great Neptune, lay  
 In dalliance soft, and amorous play  
 On Amphitrite's breast :  
 When uproar raised its horrid head ;  
 His palace shook, the tritons fled,  
 And each his fear confest.

Loud thunder shook his wide domain,  
 The liquid world was wrapt in flame,  
 The god amazed spoke ;  
 " Ye winds go forth, and make it known  
 Who dares to shake my coral throne,  
 And veil my realms in smoke."

The winds submissive to his nod,  
 Sprang strongly up to obey their god,  
 And saw two fleets at sea ;  
 The one, victorious Hawke ! was thine,  
 The other *Conflans'* broken line,  
 In terror and dismay.

Amaz'd they saw Britannia's sons,  
 Destruction deal from all their guns,  
 Their conquering shouts resound,  
 While vanquish'd *Gallia's* hapless slaves  
 Sank to their death in briny graves,  
 Beneath the deep profound.

The winds return'd, and told their chief,  
 That France was ruin'd past relief,  
 And Hawke triumphant rode.  
 " Hawke," Neptune cry'd, " why who is he ?  
 Who thus usurps my power at sea,  
 And dares defy a god ?"

The winds replied, " In distant lands  
There lives a King who Hawke commands,  
Who scorns all foreign force :  
And when his floating castles roll,  
From sea to sea, from pole to pole,  
Great Hawke directs their course.

" And when his winged bullets fly,  
To punish fraud and perfidy,  
And scourge a guilty land :  
Then gallant Hawke serenely great,  
Though death and horror round him wait,  
Fulfil the dread command."

Neptune with wonder heard the story,  
Of George's power and Britain's glory,  
Which time shall ne'er subdue.  
Boscawen's deeds and Saunders' fame,  
Join'd with brave Wolfe's immortal name,  
And cried, " Can this be true ?

" A king ? he needs must be a god,  
Who has such heroes at his nod,  
To govern earth and sea :  
I yield my trident and my crown,  
A tribute due to such renown,  
Great George shall rule for me."

#### LINES ON THE DEATH OF CAPTAIN CRAWLEY, LATE OF HIS MAJESTY'S SHIP PHILOMEL.\*

**H**E met an early death,—but o'er his bier  
Falls the rich tribute of a seaman's tear;  
He met an early death—but o'er his tomb  
(His just reward) unfading laurels bloom.  
His gallant tars—a melancholy band,  
Unwilling quit the long-lamented strand,  
Where CRAWLEY'S honour'd life and prospects end;  
Where sleeps in peace their Hero, Father, Friend.

PHILOMEL.

\* " It is hardly possible," observes a friend of the deceased, " to conceive the estimation in which the late Captain Crawley was held by his officers and ship's company. It is interesting to the moralist to observe an intrepid and hardy race of men, whom no dangers can daunt, no enterprise appal, evince the softest sensibilities, and drop a tear to the memory of a beloved commander."

## ODE FOR HIS MAJESTY'S BIRTH-DAY, 1810.

BY H. J. PYE, ESQ. POET LAUREAT.

WHEN loud the wintry tempest roars,  
 When dark the exhalations rise,  
 When dash the billows 'gainst the shores,  
 And sable clouds obscure the skies;  
 Cheerful amid the dreary scene  
 Hope looks abroad with eye serene,  
 To happier hours, when spring again  
 Shall shew her renovated reign,  
 And leading on the rosy hours,  
 Shall strew the teeming earth with flowers:  
 With young delight each bosom cheer,  
 And wake to joy again the variegated year.

Or if it chance the influence bland  
 Be check'd by adverse skies awhile,  
 By Eurus' ruder gales if fann'd,  
 Uncertain April cease to smile;  
 When Maia's genial breezes blow;  
 With richer dyes and warmer glow  
 When June appears; fleets every cloud away,  
 And all creation hails the animating ray.

Then from ambition's iron reign,  
 The embattled wall, the ensanguin'd plain,  
 The inmates of this favour'd isle  
 Look fondly with expectant smile  
 To that blest hour when Britons sing  
 The birth auspicious of a parent King;  
 And as the clouds of winter fly  
 When June illumines the genial sky,  
 So may the threatening storm that lowers  
 O'er wide Europa's trembling powers,  
 Like wintry clouds dispersing fade away  
 Before the radiant beams that gild this happy day.

When the proud Persian vainly tried  
 In impotence of rage to chain the tide,  
 Old Ocean mock'd the impious boast,  
 And Grecia triumph'd o'er his naval host.  
 Such Gallia's vaunt, and such the fate  
 That on such empty vaunt shall wait.  
 For while she threats in angry mood  
 From every shore our commerce to exclude,  
 Britannia's arms beyond the Atlantic main  
 Explore new regions of her golden reign.

And while each isle that studs the western wave,  
 Yields to her daring prows and warriors brave,  
 Her barks commercial crowd the azure deep,  
 Her fleets, each hostile sail, from Ocean's bosom sweep.

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## NAVAL HISTORY OF THE PRESENT YEAR, 1810.

(*May—June.*)

### RETROSPECTIVE AND MISCELLANEOUS.

**T**HE Prince of Augustenburgh, known of late as the Crown Prince, and intended heir of the Swedish usurper, was seized by an apoplexy, while reviewing some corps of cavalry, on the 29th of April; in consequence of which, he fell from his horse, in the front of the line, and instantly expired. It is conjectured, that this event will facilitate the expected revolution in favour of the family of Gustavus. The daughter of Lucien Buonaparte is said to have been destined for the wife of the Crown Prince, had he lived. The Duke of Oldenburgh, a near relation of the Emperor of Russia, it is now reported, will be declared heir to the Swedish throne. In the mean time, a coolness, if not an actual feeling of hostility, appears to have taken place between France and Sweden. In consequence of the King of Sweden having refused to exclude British ships of war from his ports, and to suffer French consuls to reside there, a considerable quantity of Swedish property has been sequestered in France. On the other hand, Sir James Saumarez maintains the strictest blockade of all the ports in the Baltic, not suffering any ship, of any nation, to enter them without a British license.

Buonaparte, having terminated a tour of naval inspection along the French and Dutch coasts, returned to Paris on the 1st of June. He is supposed to have some maritime enterprise in contemplation. Great preparations are said to be making in the French and Dutch ports; the Toulon squadron has some time been reported ready for sea; considerable activity is represented as prevailing in the dock-yards at Venice; the Russian ships of war, which were ceded to France, have been repaired; and, from the continued intercourse which is maintained between the courts of France, Russia, and Denmark, it almost appears, as though a new Northern Confederacy were forming. We wish it may be so; as, in all probability, we shall then be furnished with another opportunity of punishing the temerity of the Emperor and King. Sir Richard Strachan is keeping a sharp look-out off Flushing; where the enemy's force is said to consist of four line-of-battle ships, one frigate, two praams and nineteen brigs, all apparently ready for sea.

The terms for an exchange of prisoners, between England and France, are understood to have been finally agreed upon.



The last accounts from Cadiz, speak of the means which that city possesses for its defence, and of the condition of the allied army, in terms as satisfactory as could reasonably be expected. The enemy have opened their batteries on the Trocadero against Puntales, but without effect; and it appears to be the general opinion, that they cannot do much mischief to the town from Matagorda. The communication between the garrison by water, with the Caraccas, is perfectly established and secure. The fear of the want of water no longer exists. A spring has been discovered, pure in its quality, and so abundant as to be sufficient for the demand, if the inhabitants were increased to three times their present number. At the end of May, the force in Cadiz amounted exactly to 6,500 British, 1,500 Portuguese, and 11,000 Spanish troops. An addition of 4,000 Spaniards was then hourly expected from Alicante, and not only these reinforcements have since arrived, but a fresh arrival has increased the British force, and carried it to full 7,000 men, making the whole about 24,000; a large force no doubt, but not numerous enough to cope with the enemy, should they succeed in collecting the numbers which it is apprehended they intend to employ in the siege. In the mean time, most of the works are finished, and the whole were expected to be completed about the beginning of July; and then the island of Leon would be as strong as it is well possible for art to make it. Government have received despatches from Curaçoa, announcing that a revolution has been effected in South America, extending from the valuable settlement of Vera Cruz, along the adjacent isthmus, to the southern extremity of the Caraccas. It is stated, that an irregular force, of between 30 and 40,000 men, on the 19th of April last, seized all the public functionaries in the capital (the Caraccas) and with the utmost secrecy and expedition, but without blood-shed, forced them on board ship, and it was supposed that their destination was for the island of Cuba. A provisional government was immediately established, which issued a concise proclamation, stating, generally, the necessity of this revolution for the welfare of these remote and valuable settlements under the present circumstances of the parent state, and inviting the colonists in energetic language to consult their own security and happiness by placing themselves under the protection of the new authorities. The inhabitants express in the strongest language their determined hatred of the French, their attachment to Great Britain, and their desire to enter into a close alliance with that country.

The American government has at length recovered its senses so far, as to repeal the Non-intercourse Act. British ships of war continue to be prohibited from entering the American ports; but our merchantmen are to be allowed a free trade, at least until the next meeting of Congress; unless, in the interim, France should revoke her Decrees, and Britain should afterwards refuse to rescind her Orders in Council. But, of this, there can be no reasonable apprehension; for, as the British Orders in Council were measures merely retaliative on those Decrees, the removal of the former would naturally follow that of the latter. The president of the United States is, however, invested with the power of renewing the Non-intercourse Act, against either of the Belligerent Powers, which might refuse to rescind

its restrictive acts, after the Decrees of its opponent had been annulled. It must now, we conceive, be admitted, that the repeal of the Non-intercourse Act furnishes the most decisive proof of the wisdom and efficacy of the British Orders in Council; for, could the Americans, by any means, have evaded them, they never would have conceded a point on which they had laid so great a stress. Our ports will now shortly be crowded with American traders; a circumstance particularly favourable, as, in consequence of a deficiency of grain in France, its exportation from that country has been prohibited.

An insurrectionary spirit, in Canada, we are happy to find, has been quelled, without any serious mischief.

The East India Company's settlement of Tappanoolly, on the coast of Sumatra, was captured by the French on the 12th of April. The circumstances attending the capture, were so unjust, cruel, and atrocious, that, should the knowledge of them reach the French government, it is to be hoped, a severe punishment will be inflicted on the perpetrators.

We understand that his Majesty's sloops, Curlew and Inspector, have recently been sold out of the service.

## Imperial Parliament.

HOUSE OF LORDS, WEDNESDAY, MAY 2.

THE House met, pursuant to adjournment, after the recess.

MONDAY, MAY 21.

Lord *Melville* rose to make his promised motion relative to the employment of ships of war in the transport of troops. His lordship began by reading the resolution which he meant to propose to the House:—"That it appears to the House, from the many disadvantages arising from the use of hired vessels in the transport of troops, that it is more expedient for the good of the service, and the nation at large, to have certain ships of war fitted up for the conveyance of troops." His Lordship then proceeded to point out the advantages of employing ships of war in preference to transports; after which he entered into a detailed account of the tonnage of the British navy, (which he stated to be 800,000 tons) by which to prove that there was plenty for the transport of 24,000 men, without taking from our effective naval strength. He proposed that the vessels should have lighter masts, yards, and metal, than when used as ships of war only; and that they should carry only one third of their quota of men, and only from 12 to 20 guns.

Lord *Mulgrave* admitted that many advantages might result from the plan laid down by the Noble Viscount; but it was necessary to compare the advantages with the disadvantages; and certain he was, that in practice the disadvantages would be found to prevail. He therefore moved the previous question.

The Earl of *Galaway* and Earl *Stanhope* warmly defended the plan; and the Earl of *Warwick* opposed it.

The Earl of *Liverpool* said, that if he had no other objection to the plan, the alteration it must produce in the discipline of the navy was to him an insurmountable objection. The preservation of that discipline was the soul and life of the navy; and on the navy depended our prosperity and our very existence.

The question was then put on Lord Melville's motion, and the previous question was carried without a division.

## FRIDAY, JUNE 1.

Earl *Darnley*, after expatiating on the calamitous result of the Walcheren Expedition, and stating that we had lost no less than 20,000 men by it, moved for returns to be laid before the House, of all the persons that had been afflicted with the Walcheren sickness; that had been recovered and again relapsed; and the number of those now in a state of convalescence; distinguishing each class, from the 1st of January to the 1st of June, 1810.—Ordered.

## TUESDAY, JUNE 5.

Earl *Stanhope* adverted to the experiments tried some years back off the French coast, and since then in America, by a Mr. Fulton, for the ascertaining of a mischievous and horrid mode of destroying vessels of any size while floating in the water. He went through the history of these terrible inventions, which operated either by a line thrown into the water, which meeting the ship gave the opportunity to the machine to cling to the vessel, upon which the destructive explosion of gunpowder took place, which absolutely would cut any vessel in two (the proof of which had been made some years ago in Walmer roads); or by the immersion of a machine with a trigger, which when pulled, produced the same effect; or by throwing an engine for the same purpose on a vessel. This person was invited over here, and his lordship had seen an engagement between him, Mr. Pitt, and Lord Melville, agreeing, in certain events, to give him 40,000*l.* After the failure of a trial at Boulogne, his claim was referred to certain scientific umpires, who awarded him 15,000*l.* since that, he has made experiments in America, where both Jefferson and Maddison were present; and had been voted 5000 dollars. His lordship was led, at the present moment particularly, to this motion, by a pamphlet, he had just received from America, containing the particulars, with plates, illustrative of the nature and effects of the invention. He then entered into a very scientific discussion and exposition of the theory of fluids, and the principles on which the machine acted, and stated, that there were means in our power to counteract its dreadful effects; some of which he pointed out. There was also another, and more ingenious, invention for a more difficult object, namely, the cutting of the cables of blockading vessels, when lying off a lee-shore. What he wanted to know was this—as the subject had been looked on already as so important by great men, and by men of science, what had been done by government in the way of providing a remedy, and to what extent? For the purpose of ascertaining this, he had framed a motion, which he

read; desiring an account of the measures taken to counteract the effects of these sub-marine carcasses and explosions, and of the *torpedo* triggers, &c. &c.

The question was put, when his lordship demanded a division; on which the numbers were—

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WEDNESDAY, JUNE 6.

Lord *Donoughmore's* motion, "That the several Petitions of the Catholics of Ireland which have been presented to that House, be referred to a Committee of the whole House," was negatived, on a division, by 154 against 68.

FRIDAY, JUNE 8.

The Marquis of *Lansdowne's* motion, for censuring ministers for their conduct relating to the affairs of Spain, was negatived, by 139 against 73.

MONDAY, JUNE 18.

Lord *Holland* called the attention of the House to the present state of the Slave Trade. His lordship said, that, in open violation of the law, some persons had the wickedness still to carry on this abominable traffic, and under the colour of, and by virtue of the names of Spanish and Portuguese houses, contrived to proceed in it clandestinely, and by that means render the act which abolished it here a mere nullity. His lordship condemned those persons, and trusted that some steps would be taken by government with the governments of Spain and Portugal, to prevent this abandoned and base commerce in future. He observed that America had abolished it; and he was persuaded that if proper measures were adopted by his Majesty's ministers, to obtain the co-operation of powers in alliance with us, the Slave Trade would be completely annihilated all over the world. He then moved an address to his Majesty, that he would be graciously pleased to give directions to the foregoing purport, and that orders be issued to the Civil Officers of the Government throughout all our Colonies to exert themselves in the prevention of this traffic.—Agreed to, *nem. con.*

THURSDAY, JUNE 21.

The business of the Session having been gone through, the Lord Chancellor closed it by reading the following speech from his Majesty:—

"*My Lords and Gentlemen,*

"His Majesty has commanded us to acquaint you, that, as the public business is now concluded, he thinks proper to put an end to the present session of Parliament.

"We are commanded by his Majesty to express the satisfaction he derived from the reduction of the island of Guadaloupe by his Majesty's arms; an event which, for the first time in the history of the wars of Great Britain, has wrested from France all her possessions in that quarter of the world; and which, together with the subsequent capture of the only colo-



ties in the West Indies which remained in the possession of the Dutch, has deprived his Majesty's enemies of every port in those seas from which the interests of his Majesty, or the commerce of his subjects, can be molested.

*" Gentlemen of the House of Commons,*

" His Majesty has commanded us to thank you for the liberal and ample supplies which you have granted for the services of the present year.

" His Majesty deeply regrets the necessary extent of the demands which those services have created; but we are commanded to express to you the consolation which he has derived from observing that the resources of the country, manifesting themselves by every mark of prosperity, by a revenue increasing in almost all its branches, and by a commerce extending itself in new channels, and with an increased vigour in proportion as the enemy has in vain attempted to destroy it, have enabled you to provide for the expenses of the year without imposing the burden of any new taxation in Great Britain; and that, while the taxes which have been necessarily resorted to for Ireland have been imposed upon articles which will not interfere with the growing prosperity of that country, you have found it consistent, with a due regard to its finances, to diminish some of those burdens, and relax some of those regulations of revenue, which had been felt the most inconvenient in that part of the United Kingdom.

" His Majesty further commands us to return you his thanks for the provision which you have enabled him to make for the establishment of his Serene Highness the Duke of Brunswick.

*" My Lords and Gentlemen,*

" His Majesty has directed us to acquaint you that Portugal, rescued from the oppression of the enemy by the powerful assistance of his Majesty's arms, has exerted herself with vigour and energy in making every preparation for repelling, with the continued aid of his Majesty's forces, any renewed attack on the part of the enemy; and that in Spain, notwithstanding the reverses which have been experienced, the spirit of resistance against France still continues unsubdued and unabated; and his Majesty commands us to assure you of his firm and unaltered conviction, that not only the honour of his throne, but the best interests of his dominions, require his most strenuous and persevering assistance to the glorious efforts of those loyal nations.

" His Majesty has commanded us to recommend to you, upon your return to your respective counties, to use your best exertions to promote that spirit of order and obedience to the laws, and that general concord amongst all classes of his Majesty's subjects, which can alone give full effect to his Majesty's paternal care for the welfare and happiness of his people. His Majesty has the fullest reliance upon the affections of his subjects, whose loyalty and attachment have hitherto supported him through that long and eventful period, during which it has pleased Divine Providence to commit the interests of these dominions to his charge. His Majesty feels that the preservation of domestic peace and tranquillity, under the protection of

the law, and in obedience to its authority, is amongst the most important duties which he owes to his people.

"His Majesty commands us to assure you that he will not be wanting in the discharge of that duty: and his Majesty will always rely with confidence on the continued support of his loyal subjects, to enable him to resist with success the designs of foreign enemies, and to transmit unimpaired to posterity the blessings of the British Constitution."

A commission for proroguing the parliament was then read; and parliament was accordingly prorogued to Tuesday the 21st day of August next.

#### HOUSE OF COMMONS, TUESDAY, APRIL 3.

**SIR FRANCIS BURDETT** rose to submit a motion respecting the conduct of Captain Lake, in setting Jeffery, one of his men, on shore on the island of Sombrero \*—He appealed to the feelings of the House on the atrocious act, which he termed a cruel cowardly murder—an act of cool, determined, deliberate wickedness, on whose glaring and uncovered guilt no eye could look without horror. He censured the conduct of Sir A. Cochrane, the admiral on the West India station, for a neglect of justice, as also the Admiralty; he severely reprobated the unscrupulous zeal with which the court martial appeared to shut out from the case every thing that might press upon Captain Lake, and hoped for the honour of human nature, that his offence was not fully known. No; (said Sir Francis) this crime must not pass away; this was no question of political interests; nothing on which wise or good men might disagree. He concluded by moving, "that a committee be appointed to take into consideration the papers relative to Captain Lake's trial, and report upon the same."

The *Chancellor of the Exchequer* said, he did not wish in any manner to repress the feelings which the statement of the case necessarily excited; but he could not assume with the Hon. Baronet, that there was evidence of a murder having been committed. If there was any proof that the man was dead, he did not conceive that the sentence of the court martial could prevent his now being tried for murder. As the case now stood, there was no evidence at all against Captain Lake, except the evidence bearing on the point for which he was tried by court martial, and punished. It was not in the power of the court martial to pronounce a severer sentence than it did. He thought it would be better to wait for some time, to see whether, by additional inquiries, any further information could be obtained; and if such evidence was then obtained as should prove the man to have died in consequence of his being left on the island, a trial might be ordered. If the man was, however, still living, a further punishment might be inflicted on Captain Lake, for the sailor would have a civil action for damages, in which case a jury would have to declare what damages ought to be given in

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\* The Trial of Captain Lake appears at page 261 of the present Volume.

a case of such extreme cruelty and atrocity. As to a passage in Mr. Thomas's letter respecting frauds in the West Indies, he could assure the Hon. Baronet that this subject was now under investigation by order of the Admiralty. He wished the Hon. Baronet to withdraw his motion for the present; and he also wished most particularly that it should not be supposed, that the House thought lightly of the case, or that they dissented from the motion for any other reason, except that there was no evidence before them sufficient to induce them to order a prosecution for murder.

Mr. *Whitbread* made some observations, tending to condemn the conduct of Sir Alexander Cochrane, who could permit such a crime to pass unpunished, for which he was himself deeply responsible. On the evidence before the House, he thought no prosecution could be ordered. How shocking it would be, if upon such evidence, Captain Lake should be convicted, and that it afterwards should turn out that the man supposed to be murdered, was still alive! In his mind it was better that ten thousands guilty should escape, than one innocent man suffer. He saw no reason why the House should not address the King to direct the officers on those stations to make the most accurate search for the man, and also use all means to ascertain whether he be alive or not. This inquiry would be most interesting to the family of Captain Lake, to the country, and to the cause of humanity. He would therefore suggest to the Hon. Baronet an address to his Majesty, as preferable to a committee of the House, who could not at present recommend any other trial.

Mr. *Stephen* said, that the island of Sombrero was a flat sandy island, which he understood had no fresh water, and he thought it was impossible it could have any; he was therefore sufficiently convinced in his own mind the man must have perished; and any proposition for a further investigation of this case, should have his decided support.

Lord *Folkstone* argued for the address to his Majesty, to order a more accurate search, and said that care should be taken that the arrears of wages due to this man should be paid to him if living; if not, they should be given to his relatives.

Mr. *Lytleton* thought that some bill might be brought in, to make such an offence in future a capital offence, cognizable by a naval court martial.

Mr. *Sheridan* said, he knew that every possible exertion had been made, and was making, by the afflicted and respectable family of Captain Lake, to ascertain whether the man had been taken off by an American vessel; and if he was still living; and he doubted not but intelligence would be obtained to clear up those facts. He approved of a committee, and would support the motion of the worthy Baronet.

Admiral *Harvey* could not but reprobate the conduct of Captain Lake; at the same time, justice and humanity required him to state to the House, that the island of Sombrero was a rock, and that water must lodge, and be found in many of the cavities; also that the eggs of birds were to be had in such abundance, that no man need perish for want of food or water.

Captain *Beresford* disclaimed all idea of excusing the conduct of Captain Lake, but he thought it his duty to state to the House, that he had been

stationed off the island of Sombrero three years, and had been near it for seven years; and he thought it hardly possible for a man to remain there twenty-four hours. If he waved his hat every morning he must be observed. He did not know whether the island was actually inhabited, but it was daily resorted to by fishermen.

Lord *Cochrane* justified the conduct of Sir A. Cochrane, who had been guided by a too great leniency of temper, which was his known character.

Mr. *Canning* spoke in favour of the address.

Mr. *Whitbread*, with the concurrence of Sir *F. Burdett*, proposed an address to the following effect:—"that his Majesty may be graciously pleased to give immediate directions that a minute and accurate search be made forthwith on the island of Sombrero, for the purpose of ascertaining if any traces can be found of Robert Jeffery, a seaman of his Majesty's ship *Recruit*, left on the said island by the Hon. Warwick Lake, late commander of the said ship, contrary to every principle of duty, and in violation of every dictate of humanity."—Passed *nem. con.*

Mr. *Whitbread* then moved a second address to his Majesty:—"That he will please to give directions that a search be made in all his Majesty's settlements abroad, and in his Majesty's fleets, and also in all foreign countries where his Majesty has influence, to ascertain whether the said Robert Jeffery be still alive." Which being read from the chair, was, after a short conversation, in which several members took a part, agreed to, *nem. con.*

Mr. *Whitbread* then moved for copies or extracts, of all communications, together with the dates of the letters which passed between the Lords of the Admiralty, or the first Lord of the Admiralty, and Vice-admiral Sir A. Cochrane, touching the landing from the *Recruit*, Captain Lake, a sailor named Robert Jeffery, on the island of Sombrero, in the West Indies.

Captain *Beresford* was convinced, that Admiral Cochrane would be most anxious to meet the wishes of that House.

Some conversation ensued after which the motion was agreed to.

WEDNESDAY, APRIL 18.

The House adjourned to Monday se'nnight, for the Easter recess.

MONDAY, APRIL 30.

A new writ was ordered for the election of a member for the county of Gloucester, in the room of Admiral Berkeley, who had accepted the Chiltern Hundreds.

In a Committee of Supply, Mr. *Perceval* moved, "That a sum not exceeding 400,000*l.* be granted to his Majesty, to enable him to make good the engagement he had entered into with his Sicilian Majesty for the year 1810.—Agreed.

TUESDAY, MAY 1.

An amendment of Mr. *Lamb's*, for voting only 300,000*l.* to the King of Sicily, was negatived by 55 against 25.

MONDAY, MAY 7.

Mr. *Alderman Combe* rose to submit a motion to the House, founded upon



the conduct of his Majesty's ministers, in refusing to admit the Lord Mayor and Sheriffs of the City of London to present to his Majesty at the Levee, the Address of the Livery of London, requesting an inquiry into the conduct of the Walcheren Expedition. He therefore moved, "That the obstructions given by his Majesty's ministers to the Lord Mayor and Sheriffs of the City of London, in presenting the Address of the Livery to his Majesty on the 14th of December last, was an infringement of the rights of the subject to petition the Sovereign upon all necessary occasions."

Sir *William Curtis* seconded the motion. The meeting which agreed to the Address had been legally and constitutionally appointed; and although it was not drawn in such terms as he could have wished, as a majority had agreed to it, he held that the Mayor and Sheriffs had an undoubted right to present it in the manner which had been customary."

Sir *Charles Price* and Sir *James Shawe* expressed themselves to the same effect.

Mr. *Secretary Ryder* denied that the Livery of London had any more right to present an Address to his Majesty at the Levee, or upon the throne, than the rest of his Majesty's subjects. It was a right possessed by the Corporation of London and the two Universities alone, confirmed by long usage, to present their petitions in that manner, and to receive answers to them. Lately, his Majesty, from the infirmity of his eye sight, had been under the necessity of discontinuing public levees, and all public bodies had presented their petitions during that period through the secretary of state's office; and he had not heard that any objection had been made to that mode, until it was complained of by the Livery.

A division then took place, when there appeared—Ayes 52—Noes 138—Majority against the motion, 86.

#### FRIDAY, MAY 11.

In a Committee of Supply, the sum of 1,511,715*l.* was voted for the **ordinaries** of the navy, and an addition of 15,000 men for the service.

#### MONDAY, MAY 14.

Mr. *Astell* presented a petition from the East India Company, setting forth the great expenses incurred by them in furthering the objects of the British government in the capture of Ceylon, and in the expedition to Egypt; and laying claim to a large balance in their favour, in consequence of such expenses.—He then moved, that the said petition be referred to the committee now sitting on the affairs of the Company, to examine and report thereon their opinion to the House.

Mr. *Creevey* considered this as a most extraordinary application. No less a sum than 1,500,000*l.* had been paid last year by the public to the company, in liquidation of their claims, and now, when the accounts between them and the public were supposed to be closed (and the House had been told as much last year by the Chancellor of the Exchequer) the company came again, and called for a sum not much less than 1,900,000*l.* Besides for the four last years there had been no East India Budget, no report or connected view of the general state of the company's affairs, so that the

House could not examine the justice of the claim, which appeared to him one of the most preposterous he had ever heard.

Mr. *Gent* maintained, that the claim was a just one, which the company had never given up, nor had it ever consented to acknowledge that the accounts between them and the public were closed, and the balance settled.

Mr. *Perceval* stated his belief, that the East India Company would apply for about two millions as due to them by the public. If Parliament should sanction this claim, then 1,500,000*l.* would be wanted by way of loan for its liquidation. He meant to give no opinion on the justice of the claim, but he could see no reason why it should not be referred to a committee, for the purpose of investigating its merits.

The motion was agreed to.

The sum of 10,000*l.* was voted, for securing the harbour of Holyhead.

Mr. *Pierney* moved, that an humble Address be presented to his Majesty, praying that his Majesty would be graciously pleased to order compensation to be made out of the droits of Admiralty to the Consolidated Fund, for the intended annuity of 7,000*l.* a year to his Highness the Duke of Brunswick.

Messrs. *Perceval*, *Huskisson*, and *Dundas* opposed the motion, and supported the right of the crown to the droits of the Admiralty.—On a division there appeared—Ayes 84—Noes 103.—Majority 19.

#### WEDNESDAY, MAY 16.

In a Committee of Ways and Means, Mr. *Perceval* stated, that, notwithstanding the gloomy and unfavourable representations they had repeatedly heard of the state of the country, its trade, and finances, it was singular, that, during that very year when such representations were made, the public accounts should give the most undeniable proofs of the growing trade and commerce of the country, and the increasing prosperity of our finances. (*Hear! hear!*) The accounts, however, besides contributing to this purpose, were necessarily connected with the Ways and Means, to which he should call the attention of the committee. The sums already voted by the House for the service of the year were, for the navy, 19,258,000*l.* for the army of Great Britain, 13,953,000*l.* for the army of Ireland, 2,992,076*l.* Extraordinaries for Great Britain, 2,750,000*l.* Extraordinaries for Ireland, 200,000*l.* For guards and garrisons, 441,000*l.* making in all for the army a total of above 20,000,000*l.* For the ordinaries, 4,411,000*l.* For miscellaneous services, 2,000,000*l.* It was yet to be considered what the vote of credit should be estimated at, but he should take it at three millions for England, and two millions for Ireland, making 5,000,000*l.* which, with the army and navy, would make a total of 52,000,000*l.*

To meet this expenditure, they had, in the first place, the annual duties on the Land and Malt Tax, amounting to three millions; the surplus of the Consolidated Fund, 2,661,622*l.* the War Taxes, taking them as assessed last year, 19,500,000*l.* the Lottery 350,000*l.* Exchequer Bills eight millions, and a Loan of 12,000,000*l.* making in all between 46 and 47 millions of

pounds, leaving a deficit of above five millions for the service of this year. He had next to direct the attention of the committee to the means of supplying this deficit. On the annual duties and Consolidated Fund it would be unnecessary to make any remark. On the War Taxes, however, he expected a very considerable excess above the sum assessed. They had been taken at 19,500,000*l.* but last year they had produced to the Exchequer 22,770,000*l.* including Customs, Excise, and Property Tax. The assessment of the Property Tax had only been eleven millions, whereas it had produced 15,751,233*l.* leaving a surplus of above two millions. He should not calculate the arrears at so much this year. In 1807 there was an arrear of 400,000*l.* In 1809 an arrear of one million, and in 1810 nearly four millions out standing. Since 1804 there had been grants of supply to the amount of 118 millions, of which there were arrears outstanding 9,326,000*l.* to the 5th of April, 1810. There remained then ungranted duty on tea one million; the Property Tax for 1810-11, 400,000*l.*; the War Customs, making an average for the last three years of 9,600,000*l.* which, added to the Property Tax, made a sum of 20,400,000*l.* which, with 1,200,000*l.* will make 21,600,000*l.* which, after deducting two millions due on the Loan, would make the War Taxes for this year 19,500,000*l.* He had next to mention the Lottery, which he took at 250,000*l.* Of Exchequer Bills there remained five millions, after paying off the last vote of credit. The loan was twelve millions, allowing eight for Great Britain and four for Ireland. The terms on which he had obtained the Loan were most favourable to the public; more so, he was confident, than any preceding one that had been known, 15*s.* 7½*d.* per cent. below the rate of last year's; as, for every 100*l.* the public were to pay only an interest of 4*l.* 4*s.* 2½*d.* The total charge to the Sinking Fund was only 15*l.* 13*s.* so that the difference between this and the last year's Loan was no less than 3*s.* 7½*d.* per cent. With the Loan and Exchequer Bills, not being above 51 19*s.* 1½*d.* including the expense of management under six per cent. He had thus stated all the Ways and Means, except the Consolidated Fund, which he took at 4,400,000*l.* the whole being 34,421,400*l.* for 1810, the charge being seven millions below the income. The Consolidated Customs for 1810 exceeded much those of the preceding year; he should not, therefore, rate them the same as last year, but take a medium, which would produce 4,485,333*l.* The Consolidated Excise for last year was sixteen millions. He had no reason to calculate on any diminution during the ensuing year; he should therefore take them at the average, making with the two preceding sums a total of about 24 millions for this year. The Malt Duty had failed last year, but it was now recovering itself, and had produced during last quarter, from 40,000*l.* to 50,000*l.* The Assessed Taxes, last year, were above six millions, but the receipt was higher than the assessment, but not less than 600,000*l.* of arrears. He should take these at 5,800,000*l.* The Stamps at 5,130,000*l.* Post Office, 1,194,000*l.* These several sums, with the Land Tax and Malt, would make a total of 37,597,000*l.* exclusive of Ireland above 31 millions, allowing for that part

of the united kingdom five millions. The Stamp Duty had very much improved. The increase he reckoned at one million, so that the Consolidated Stamps produced 1,236,000*l.* more than was required by the fund. This sum he meant to appropriate to the present deficit without imposing any new tax. He therefore proposed to take the 970,000*l.* which was wanting, out of the excess of the one million, which would meet the Loan. There would be 160,000*l.* still applicable of the excess to the surplus of the Consolidated Fund. The great amount of arrears due, there being due last year not less than 2,800,000*l.* was a proof that the present was not a period for imposing new taxes. The Property and Assessed Taxes having advanced three millions, was another reason for imposing no new ones.—He concluded, by stating, that whatever had been urged against the policy of our Orders in Council, yet the time had now come when the country could decide; for it appeared from the French official reports, that in consequence of the operation of such Orders alone, the revenue arising from French commerce had decreased four-fifths of the usual produce.

After some conversation, the several resolutions were put and carried.

THURSDAY, MAY 17.

Mr. *Perceval* obtained leave to bring in a Bill to regulate the office of Registrar in the High Court of Admiralty. One object would be to increase the number of Deputy Registrars to the said Court, and to enable the parties to any suit, upon application to the Court, to vest the proceeds of ships litigated in the funds.

The third reading of the Duke of Brunswick's Annuity Bill was carried, on a division, by 51 against 22.

Mr. *Martin* opposed the passing of the Bill. He observed, from a paper on the table of the House, that from the year 1794 to the year 1809, there appeared to be nearly five millions of the fund called Droits of the Admiralty, which had not been applied to any ostensible purpose with which the House was acquainted. How much advantage therefore accrued from them to the crown, and how little to the public! On this ground alone, the House should not be called upon to load the Consolidated Fund with this additional burthen, while the fund at the disposal of the crown was so considerable.

Mr. *Perceval* replied, that the Hon. Gentleman had forgotten in his calculations that two-thirds of the sum were given by the crown to captors, and this, together with the various grants out of these droits which had been given to the public from time to time, led him (Mr. *Perceval*) to form a very different calculation, and to compute, that instead of five millions, the sum now remaining at the disposal of the crown would not amount to more than 300,000*l.*

Mr. *Whitbread* only wished to know, whether the fund of the droits of the Admiralty could bear the annuity? If not, then recourse must be had to the Consolidated Fund: but this matter could be easily ascertained in a few days, and therefore he should move, by way of amendment, that this debate be adjourned till this day se'nnight.



Mr. Perceval observed, that when the droits of the Admiralty came under the consideration of the House, they would have an opportunity of deciding whether 70,000*l.* out of these droits should not be applied to the Consolidated Fund, to cover the burden which this annuity would place on that fund.

On a division, there appeared—Against the amendment, 65—For it, 37—Majority 28.—The Bill was therefore passed.

FRIDAY, MAY 18.

In a Committee of Supply, the sum of 4,678*l.* was voted, for erecting buildings for the Naval Asylum.

### Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, MAY 1, 1810.

*Copy of a Letter from Lieutenant Richard Welsh, commanding his Majesty's Cutter Surly, addressed to Rear-admiral d'Aurayne, Prince of Beaulieu, Commander-in-chief at Guernsey, and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Cutter Surly, Grenville Bay,  
21st April, 1810.*

SIR,

I HAVE the honour to inform you, that yesterday at noon a sail was seen from the deck, steering along the enemy's coast; we immediately stepped in chase, in company with his Majesty's gun-brigs Firm and Sharp-shooter. At four P.M. she ran on shore in the mouth of Piron; the boats, manned and armed, were sent in to bring her out, which was gallantly done by Sub-lieutenant Hodgkins, who commanded the boats, he having run an anchor out under a heavy fire of musketry from the troops and crew of the vessel, and hove her off from the beach. She proves to be l'Alcide French cutter privateer, mounted four four-pounders, which were thrown overboard in the chase, and from the number of men who went from her with muskets, &c. I conclude her crew to be thirty.

I beg leave to recommend to your notice Sub-lieutenant Hodgkins, of the Firm, and Mr. Leggett, second master of the Sharp-shooter, for their steady perseverance and a criminal conduct in bringing her out from off the beach, under such a heavy fire of musketry from upwards of four hundred troops.

I am sorry to add that we had one man killed and one wounded in this little affair, as per margin.\*

I have the honour, to be, &c.

R. WELSH, Lieut. and Com.

MAY 19.

*Copy of a Letter from Captain Leysenhere, of his Majesty's Sloop Orestes, addressed to Admiral Young, at Plymouth, and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Sloop Orestes, at Sea,*

SIR,

*May 9, 1810.*

I have the satisfaction to inform you, that this morning fell in with the

\* Firm.—Mathias Reberg, second master, killed; John Cross, boat-swain's mate, slightly wounded.

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Lizard bearing N.E. by E. eight leagues,) and captured, after a chase of seven hours, the French schooner privateer la Dorade, mounting ten carriage guns, commanded by Emmanuel Ives le Roux, with a complement of 43 men. During the chase his Majesty's sloop Favourite joined to leeward, and as we were chasing before the wind, the situation she came in rendered it totally impossible for her to escape; but it was not until her main and foretop-masts were shot away, (which I am much indebted to the Favourite for) that she brought to. She is perfectly new, the first cruise out, and sailed from the Isle de Bas the evening before, and has not made any captures.

I have the honour to be, &c.

J. R. LAPENOTIERE.

MAY 20.

Admiral Lord Gambier has transmitted to John Wilson Croker, Esq. a letter which his lordship had received from Captain Hardyman, of his Majesty's ship Armide, inclosing one addressed by him to the Hon. Rear-admiral Stopford, giving an account of an attack made on the 4th inst. by the boats of the said ship, assisted by those of the Cadmus sloop, and Monkey and Daring gun-vessels, under the directions of Lieutenant Samuel Roberts, first of the Armide, upon an enemy's convoy of armed and coasting vessels at the Isle of Rhe. Seventeen vessels were taken possession of, thirteen of which were burnt, under a heavy fire from the batteries and armed vessels, and the others left on shore.

Captain Hardyman highly commends the conduct of the officers and men employed on that service. Lieutenant Townley, of the Armide, was unfortunately killed on board an armed vessel which he had carried, whilst repelling an attack made upon her by two pinnaces of the enemy; two seamen of the same ship, John Trueman and John Dempster, were also killed, and three others severely wounded.

A letter has been received by Mr. Croker from Captain Cockburn, of his Majesty's ship Implacable, giving an account of the Nonpareil schooner, commanded by Lieutenant James Dickinson, having on the 10th instant captured, after a sharp action of one hour and a quarter, off the river Vilaine, la Canonniere, French national brig, carrying three long 12-pounders, and two 24-pound carronades, with 61 men.

MAY 26.

*Copy of a Letter from Vice-admiral Sir John Borlase Warren, K.B. Commander-in-chief of his Majesty's Ships and Vessels at Halifax, to John Wilson Croker, Esq. dated at Bermuda, the 21st February, 1810.*

SIR,

I inclose, for the information of my Lords Commissioners of the Admiralty, the copy of a letter from Lieutenant Peter Proctor, an old officer of much merit, commanding his Majesty's schooner the Thistle, detailing the account of an action with the Dutch national corvette de Havik, commanded by a lieutenant of marine. The prize is a large East India built ship, of very warlike appearance; and the good conduct and bravery displayed by Lieutenant Proctor, his officers, and men, in attacking a ship of her size and force, and their perseverance under many difficulties, will, I trust, entitle them to their lordships' favour.

I have the honour to be, &c.

JOHN BORLASE WARREN.

SIR,

*Thistle, at Sea, February 11, 1810.*

Yesterday morning we hove in sight of a ship, which, upon being chased, manœuvred suspiciously, and excited our best endeavours to come up with her. After a chase to windward of seven hours and a half, the superior sailing of his Majesty's schooner under my command brought us alongside; and the moment I hailed, the stranger hoisted Dutch colours, commenced action, and attempted to run us down. We were fully prepared to meet him; and avoiding his bows, continued to engage so closely, and with such good effect, that in the course of an hour the enemy made sail, and endeavoured to escape before the wind. We were thus brought into running fight for four hours, when I had the pleasure to find the Batavian flag was hauled down, being hailed that they had struck.

On taking possession of our capture, we found she was the Dutch national corvette de Havik, commanded by Myrher J. Sterling, lieutenant of marine, mounting 10 guns, pierced for 13, with 52 men, and having on board the Batavian Admiral Buyskes, with his suite, late lieutenant-governor and commander-in-chief at Batavia, from that island bound to New York, and partly loaded with spices and indigo.

One man on board the enemy was killed, the admiral and seven men badly wounded. The loss on the part of the *Thistle* was Samuel Hobbs, a private marine, killed; myself and six men wounded.

At an early part of the action three of our cannonades were dismounted, but the gallant conduct of every one of my crew readily replaced this damage, bravely emulating each other in supporting the superiority of the British flag.

I am, &amp;c.

P. PROCTOR, Lieut. and Com.

MAY 29.

Vice-admiral Sir James Saumarez has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Reynolds, of his Majesty's ship the *Tribune*, giving an account of his having, on the 12th inst. fallen in, off Mandal, on the coast of Norway, with four Danish brigs, two of 20 guns each, one of 16, and one of 10; which, after a severe action of two hours, made all possible sail for the shore, and owing to the damages sustained by the *Tribune* in her sails, and the want of wind, escaped amongst the rocks.

Eight men and one boy (named in the margin\*) were killed on board the *Tribune*, and 13 men wounded. The loss of the enemy is supposed to have been considerable.

JUNE 5.

Vice-admiral Sir James Saumarez has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Sayer, of his Majesty's sloop the *Raleigh*, giving an account of his having, in company with the *Albat* and *Princess of Wales* cutters, engaged off the Scaw, on the 23d of last month, a Danish flotilla of seven gun-boats, one of which was blown up, and the rest dispersed, greatly damaged.

And also a letter from Captain Watts, of his Majesty's sloop the *Woodlark*, reporting the destruction of a Danish cutter privateer the *Swan*, of six guns and 35 men, on the 27th of the same month, under the protection of batteries and field-pieces on the Island of Lassoc, by the boats of the *Woodlark*, commanded by Lieutenant Thomas Crawford.

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\* Lawrence Higgs, William P. Road, Thomas Chapman, and Joseph Nutbur, ordinary seamen; Nicholas Joban, William Cordery, David Powel, and Benjamin Isaacs, marines; Patrick Peterson, boy.

Vice-admiral Douglas has transmitted to John Wilson Croker, Esq. a letter from Captain Farquhar, of his Majesty's ship the *Desirée*, giving an account of an attack made on the night of the 29th of last month, by the boats of that ship, with those of the *Quebec*, *Bratomart* sloop, and *Bold* gun-brig, under the directions of Lieutenant Samuel Radford, of the *Desirée*, upon some armed vessels of the enemy lying in the *Vlie*; one of which, a French lugger, of six guns and 26 men, was driven on shore and burnt, and the following vessels captured and brought out, viz.

A French lugger, of 12 guns and 42 men;

A French schuyt privateer, of 4 guns and 17 men;

A Dutch gun-boat;

And a small row-boat;

Captain Farquhar highly commends the good conduct of Lieutenant Radford, and the other officers and men employed on the occasion. No loss was sustained on our part: the enemy had one man killed, and three wounded.

#### JUNE 9.

*Extract of a Letter from Vice-admiral Sir James Saumarez, K. B. to John Wilson Croker, Esq. dated on board his Majesty's ship Victory, in Harve Roads. Gottenburg, May 28, 1810.*

His Majesty's sloop *Woodlark*, on the 26th inst. chased on shore and destroyed a Danish cutter privateer, off Hadstrand, mounting eight 24-pounder carronades, with a crew of 35 men, under the protection of the enemy's batteries and armed vessels.

Vice-admiral Sir James Saumarez has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Robinson, of his Majesty's sloop *Prometheus*, giving an account of his having captured at the entrance of the Sound, on the 24th of last month, two Danish privateers, one a lugger, of three guns and 20 men, and the other a schooner of three guns and 16 men, both of which had been out about a fortnight, without making any capture.

#### JUNE 16.

Admiral Lord Gambier has transmitted to John Wilson Croker, Esq. a letter from Captain Hotham, of his Majesty's ship the *Defiance*, giving an account of the boats of that ship, under the directions of Lieutenants William Style and George Hutchinson, having on the 1st inst. after a pursuit of six hours rowing, captured and brought out from under two batteries at Belleisle, and the fire of some field pieces and armed vessels, three *chasse-marcés*, laden with wine and rosin, for l'Orient.

#### JUNE 19.

Vice-admiral Sir James Saumarez has transmitted to John Wilson Croker, Esq. three letters which he had received from Captain Mason, commanding his Majesty's ship the *Flicard*, giving an account of the capture and destruction of the undermentioned privateers by the boats of that ship, viz.

*Juliana* Danish privateer, of six guns and 23 men, captured on the 29th of April, off Wismar;

*Ziska* Danish privateer, of six guns and 40 men, destroyed on the 30th of April off Trindelen;

A small schooner privateer, of one gun, captured at the same time and place;

And a privateer of two guns, name unknown, under French colours, captured on the 5th of June, at Warnemünde.



## Promotions and Appointments.

The Gazette of June 2 contains his Majesty's permission to Sir James Lucas Yeo, late commander of the royal Portuguese military order of St. Bento, to visit to assume certain memorial hearings, in honorary compensation for his gallant conduct at various times, but particularly in attacking the town and forts of El Muros, on the coast of Spain, on the 14th of June, 1805. He led this attack with 50 men against 250, killed the governor with his own hand, and compelled the enemy to surrender. His Majesty has since been pleased to confer upon him the order of British knighthood.

## Admirals and Captains appointed.

Sir Richard Strachan is appointed to the chief command in the East Indies, instead of Admiral Keates, who was before named for that station.

Sir Edward Pellew is appointed to the command off Flushing.

Sir J. T. Duckworth will hoist his flag on board the Antelope at Torbay.

Sir Isaac Coffin is going out a passenger with Sir John, to Newfoundland, to visit his (the Magdalen) islands.

Sir Joseph Sidney Yorke is appointed one of the Directors of Greenwich Hospital, in the room of Mr. Joseph Hart.

Mr. Robinson, who has lately been appointed one of the Lords of the Admiralty, succeeds Lord Lowther.

Vice-admiral Sir John Calder, Bart. is appointed commander-in-chief at Plymouth, *vice* Admiral Young.

Rear-admiral Sir Thomas Williams, Bart. has hoisted his flag in the Baltic station.

Captain Dunbar, R.N. has received the honour of knighthood.

Captain Peter Pigot to be a commissioner of the navy at Madras.

Captain Jenkins, who was wounded in the Ambuscade, is appointed to Greenwich Hospital, *vice* Lynne, deceased; Captain Hodson to the Regulus; S. E. Digby to the Thetian; Thomas Wile to the Cadmus; ——— Phillimore to the Diadem; Captain Tomkinson to the Caledon; Thomas Everard to the Port Mahon; John Tarcock to the Mercury; ——— Huskisson to the Blende; Hon. Captain Percy to the Hotspur; Captain Lye to the Nymph; James Bowen to the Phoenix, *vice* Mudge; Captain Austen, of the Indian, is promoted to a post captain, and appointed to the Swiftsure, *vice* Conn, deceased; Captain Jane, late acting commander of the Observator, to the Indian; Captain Carden to the Mars; Lord William Fitzroy to the Macedonian; Captain C. Schomburg to the Astrea; Captain Chetham to the Leyden; Captain Warde to the Banterer; Captain Coe to the North Star; Captain Henderson to the Eclipse, *vice* Creyk, III; Captain Bowles (acting) to the Medusa; Captain James Nash to the Salvador del Mundo, the flag ship of Sir Robert Calder; Captain Philip Browne, of the Plover, is promoted to a post captain; Captain Corbett, late of the Bourbonnais, is appointed to the Africaine frigate; Captain Galloway to the Princess, *vice* Kilwick; Captain G. Davies to the Sapphires, *vice* Gordon; Captain Swaine to the Philomel; Captain Campbell to the Helicon; Captain Harward to the Christian VII. the flag-ship of Sir Edward Pellew; Captain Clay to the Nymph; Captain Rosenhagen to the Resistance; Hon. Captain W. Gordon to the Nereide; Captain B. Walker to the Thetis, *vice* Captain Miller, come home sick; Captain Pechell to the Rosamond.

The Recruit sloop of war, Captain Senhouse, takes convey to Newfoundland.

## Lieutenants, &amp;c. appointed.

Lieutenant John Price (1) is appointed flag-lieutenant to Admiral Sir

Roger Curtis, Bart. *vice* Lieutenant William Stewart (2), who is appointed flag-lieutenant to Sir Charles Cotton, in the Mediterranean.

Lieutenant G. W. Willis, of his Majesty's ship *Spartan*, is promoted to a commander, for his great bravery a few months since in the Bay of Naples.

Lieutenant C. Hoskins is appointed to the *Rota*; Lieutenant Dyer to the *Driver*.

Mr. Edgecombe is appointed to be purser of the *Tourterelle*, *vice* Dyne, dismissed.

Frederick Warsley to the *Elizabeth*; Richard Pawle to the *Sabine*; Robert Andoe to the *Elizabeth*; Samuel Hoskins to the *Rota*; John Brawne (2) to the *Mercury*; James Mould to the *Venerable*; John Crashe to the *Pandora*; James Gallicham to the *Minotaur*; Edward S. Cosgrave to the *Minerva*; Thomas Brickett to the *Gladator*; John Baikie to the *Dictator*; Walter Pike to the *Achates*; Wm. E. Wright to the *Doncgal*; Thomas B. Clowes to the *Hamadryad*; John Scriven to the *Valiant*; Thomas Mitchell (1) to the *Thalia*; Robert James Gordon to the *Leveret*; Richard Rawle to the *Glio*; Wm. Hutchinson (2) to the *Phisbe*; Edward B. Watson to the *Favorite*; John Moseley (4) to the *Tisiphone*; Henry Forbes to the *Nymphé*; Richard R. Bowden to the *Courageux*; James A. Murray to the *Unicorn*; William Parker to the *Savage*; Timothy Major to the *Vulture*; John Forbes (2) to the *Antelope*; Balch N. Hoar to the *Leda*; Hon. James Arbuthnot to the *Surveillante*; Thomas W. Carne to the *Philomel*; Robert Dixon to the *Brisk*; Joseph Thompson to the *Medusa*; Peter Blake to the *Talbot*.

Thomas Sibbald, midshipman, passed for lieutenant in London the first Wednesday in June.

#### Surgeons, &c. appointed.

Mr. Dunn, surgeon of the hospital ship at Cork, is appointed surgeon of the prison hospital at Porton, in the room of Dr. Burnett, who is appointed inspector of hospitals and physician to the Mediterranean fleet.

Thomas Downey to the *Tisbe*; James Hall to the *Dauntless*; David Ross to the *Papillon*; Archibald Robertson to the *Pioneer*; Michael O'Brien to the *Jason*; James Fletcher to the *St. Antonio*; Richard Woodthorpe to the *Dwarf* cutter; Garden Milne to the *Cadmus*; W. McLaughlin to the *Elizabeth*; William Boyce to the *Mercury*; Andrew Gemmell to the *Christian VII.*; Isaac Lust to the *Trent U.S.*; — McCully to the *Amsterdam*; C. O'Brien to the *Raceon*; D. Boyter to the *Rifleman*; Thomas Logan to the *Tygress*; James Holmes to the *Heureux*; Samuel Bailey to the *Astrea*; M. O'Brien to the *Macedonian*; James Holmes to the *Banister*; John Todd to the *Rinaldo*; Thomas Deas to the *Africaine*; James Young to the *North Star*; James Graham to the *Venerable*; John Urquhart to the *Brisk*; T. C. Roylance to the *Regulus*; George Moon to the *Twced*; David Steel to the *Achates*; James Little to the *Salvador del Mundo*.

#### Assistant-Surgeons, &c. appointed.

Andrew Hutchison to the *Aboukir*; Joseph Seed to the *Furious*; John O'Donnell to the *Caledonia*; Francis Marsh to the *Macedonian*; W. S. Thomas to the *Astrea*; George Irwin to be an hospital mate at Porchester castle; Robert Anderson to be ditto; Rodolphus Kent to the *Valiant*; William Rogers to the *Dreadnought*; George Sylvester to the *Lion*; C. Monnier to the *Friser G.B.*; G. H. Weatherhead to the *Pallas*; G. A. Waters to the *Trial* cutter; G. C. Tegetemier to proceed to the Mediterranean; Maurinus Power to the *Poitiers*; John Stephenson to the Mediterranean; A. N. Murray to ditto; Benjamin Nicholson to ditto; William

Barr to ditto; P. Boyle to ditto; E. D. Lewis to ditto; Thomas Foggan to the Implacable; James Cowan to the Armide; Adam Scott to the Berwick; Adam Young to the Undaunted; Ebenezer Bedford to the Havock G.B.; John Thomson to the Lavinia; John Davis to the Edalion; John Bremner to the Christian VI.; James O'Reilly to the Tickler cutter; Thomas Swanston to the Trusty; James Clark to the Royal William; Thomas Downer to the Antelope; Gilbert King to the Centaur; Thomas Paterson to the Saluanda; George Roberts to the Nisus; John Howe to the Royal William.

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#### BIRTHS.

Lately, at Gosport, the lady of Captain McEuley, R.N. of a daughter.

At his house, Beaufort-row, Chelsea, the lady of Captain Butterfield, R.N. of a daughter.

At Catherington House, the lady of Captain Halkett, R.N. of a still-born child.

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#### MARRIAGES.

Lately, the Rev. G. Massey, rector of Whittington, Gloucestershire, to Miss Frodsham, daughter of the late Captain Frodsham, R.N.

At Bermuda, Lieutenant Miller, resident agent of transports, to Miss Tucker.

At Bermuda, Lieutenant Fisher, of the Martin, to Miss Howard, niece of Mr. Bunce, master shipwright at that island.

At Plymouth, Captain Senhouse, R.N. to Miss Manley, daughter of Vice-admiral Manley.

Mr. Aitken, surgeon of his Majesty's ship Suffolk, to Miss Carter, of Portsea, formerly of Itchenor.

June 5, at Stoke Church, Plymouth, James McFarlane, Esq. purser in his Majesty's navy, to Miss Elms, of Ford-house, near Plymouth Dock.

June 11, at Stoke Church, Plymouth, by the Rev. John Hawker, Mr. John Tickell, of his Majesty's ship la Seine, to Miss Mary McKenzie, of Plymouth.

June 16, in London, W. F. Wise, Esq. post captain in the royal navy, to Fanny, only daughter of W. Grenfel, Esq.

May 26, at St. George's, Hanover-square, Mr. E. Lewis, purser of the royal navy, to Miss M. Esley, of Mount-street, Grosvenor-square.

Captain Fisher, of his Majesty's ship Racehorse, to Miss E. Rivett Carnac, of Wimpole-street.

May 31, Captain Humphreys, of the royal navy, to Miss Brooke, of Cheshire.

At Birbury, in Warwickshire, Captain William Parker, R.N. nephew of Earl St. Vincent, to Frances Anne, youngest daughter of Sir Theophilus Didulph, Bart.

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#### OBITUARY.

On the 24th of June, at the house of her son, Frederick Place, Welworth, after a lingering and painful illness of 14 years, Margaretta Hay Lee, relict of Captain John Lee, of the royal navy. Her kindly melting heart was alive to every want, and every woe; she would even impart the pain of

pity to guilt, when in distress. Her affectionate solicitude for her offspring could not be surpassed, and extreme grief for the loss of one was the cause of all her sufferings. Her mind was strong and elevated to the last. She was superior to the smiles or frowns of fortune. Never injured or offended she never tried to maintain her dignity by vengeance; the sweet benignity of her disposition irresistibly bound in the strongest bonds of friendship, all who knew her, and the amiable and virtuous principles she always inculcated, are indelibly engraven on the heart of him, whom her soul adored, and who will cherish her memory whilst he has the powers of recollection.

At Hertford, on the 23d of May, of a decline, occasioned by the rupture of a blood vessel when on duty, Captain F. O. G. Skinner, late commander of the *Trinculo*, in the 26th year of his age.

At the Cape of Good Hope, on the 24th of January last, Mr. Michael G. Ranet, surgeon of the *Caledon*.

At Chichester, after a short illness, aged 40, Captain Cracraft, R.N. commander of the *Sea Fencibles* on the coast of Sussex.

Lately, Mr. Joseph Jones, purser of the *Elephant*.

May 19, in the prime of life, after a lingering illness, which she bore with truly christian fortitude, Miss Hall, daughter of Admiral Hall, at Torpoint.

May 23, at the Navy Hotel, Plymouth, Mr. William Pritchard, purser of the *Acteon*.

In June, aged 86 years, George Bowen, Esq. of Lwyngwair, in Wales, father of the late Captain George Bowen of his Majesty's ship *Trusty*, who died at Portsmouth, and uncle to Vice-admiral Bowen.

June 20, aged 23, Thomas John Wells, Esq. eldest son of Vice-admiral Wells.

At Plymouth, June 15, Captain Richard Morice, R.N.—He was made a post captain in the year 1794.

At Caton Ham, Lieutenant Easton, of the royal navy, of a consumption, caught by severe service in the North Sea. His family have lost a most amiable relation, and his country an excellent officer.

At Plymouth, Major Monteith, of the royal marine corps.

At Falmouth, aged 20, Mr. Samuel Kidd, son of Captain John Kidd, of the *Princess Elizabeth* packet.

Lately, at Antigua, Captain C. White, of the royal navy, commissioner of the Dock-yard at St. John's.

On the 7th of June, suddenly, at Langare, Carmarthenshire, Captain M. Langharne, of the royal navy.

Lately, at Malta, Captain John Pengelly, of the *Eyderen* brig of war.

June 21, Mr. Samuel Wood, quartermaster in the Dock-yard at Plymouth.

Lieutenant Collier, of the *Achille*, was wounded in one of the gun-boats off Cadiz the 26th of May, and died of his wounds the 30th following.—A musket-ball entered his breast and passed out at his back, as he was boarding a ship. He was son of the late T. Collier, Esq. of Portsea. He has left a young widow to grieve his loss.

May 4, Captain Conn, of his Majesty's ship *Swiftsure*, drowned, by falling overboard in chase off the Bermuda Islands.

At sea, Mr. Charles Hammond, purser of his Majesty's ship *Africaine*.



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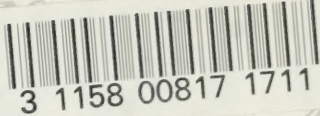
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